

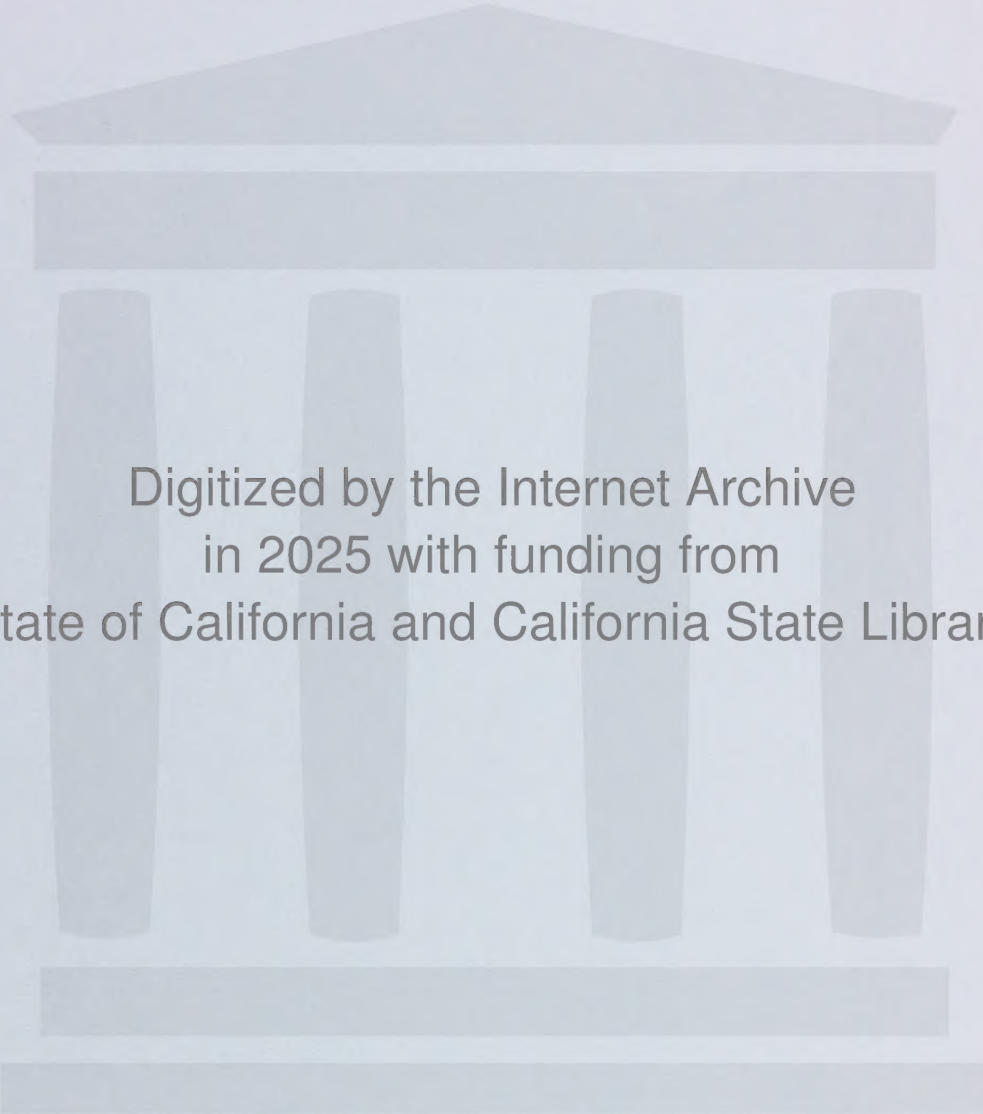
CITY OF OXNARD

2020 General Plan

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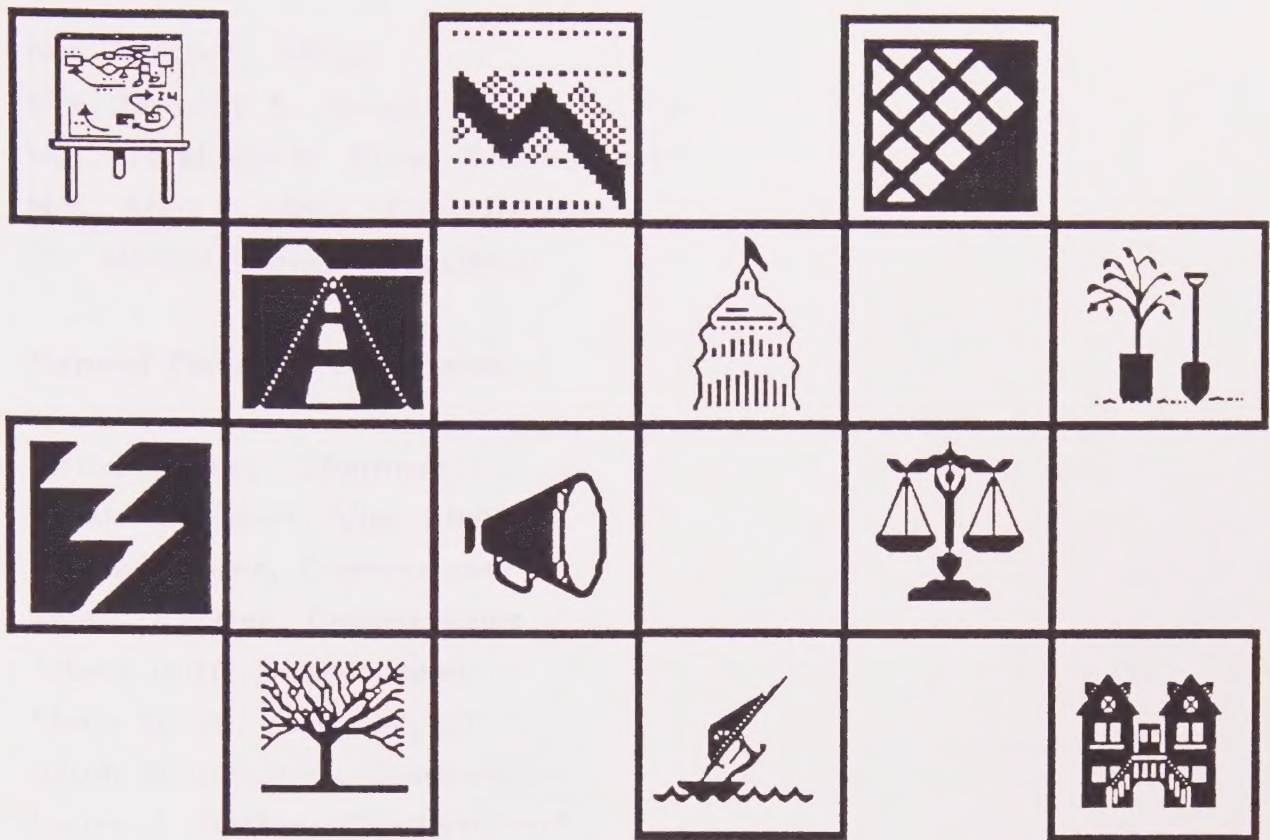
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CITY OF OXNARD

2020 General Plan

Growth Management
 Land Use
 Circulation
 Public Facilities
 Open Space/Conservation
 Safety
 Noise
 Economic Development
 Community Design
 Parks and Recreation
 Housing

November 1990

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CITY OF OXNARD GENERAL PLAN ADOPTION & AMENDMENT RECORD

Adopted: October 7, 1990
 October 14, 1990

City Council Resolution No. 10050
City Council Resolution No. 10052

AMENDMENTS

[illegible]

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I. Introduction

I. INTRODUCTION

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I. INTRODUCTION

OVERVIEW

Located in western Ventura County, the City of Oxnard is a combination of a relaxed seaside atmosphere and an active business community. The area is rich with beautiful beaches, prime agricultural land and major commercial and industrial centers. Mild year-round temperatures, clear air and open spaces offer residents numerous recreational opportunities, as well as beautiful surroundings.

Many views come to mind when picturing the ideal environment that the residents of Oxnard envision. Physical surroundings, lifestyle and a strong economy contribute to a quality living environment. The residents of Oxnard want a healthy place where they can raise their families, live, grow, and become strong with the principles of the American dream. These ideals are embraced in the City Council's vision for the future.

Over the past several years, the City Council has been carefully formulating a vision for Oxnard's future that will enhance the quality of life in Oxnard and build a strong financial base for years to come. The vision includes (1) a quality living environment, (2) quality City services, (3) a strong and healthy economy, (4) quality public facilities and amenities, and (5) a quality image that will be a source of pride to the community. This 2020 General Plan will contribute to meeting these five major goals.

REGIONAL AND LOCAL SETTING

A. Regional Setting

Located midway between Santa Barbara and Los Angeles, the City of Oxnard is situated on the Oxnard Plain in the County of Ventura. (See Figure I-1.)

Access to the City of Oxnard is provided by U.S. Route 101 (Ventura Freeway), California State Route 1 (Pacific Coast Highway & Oxnard Boulevard), State Route 254 (Vineyard Avenue) and State Route 34 (Fifth Street). Rail service is provided by Southern Pacific Railroad, Amtrak and the Ventura County Railway. Commuter and charter air service is available at Oxnard Airport. The City can also be reached by the Port of Hueneme, the only commercial deep water seaport between San Francisco and Los Angeles.

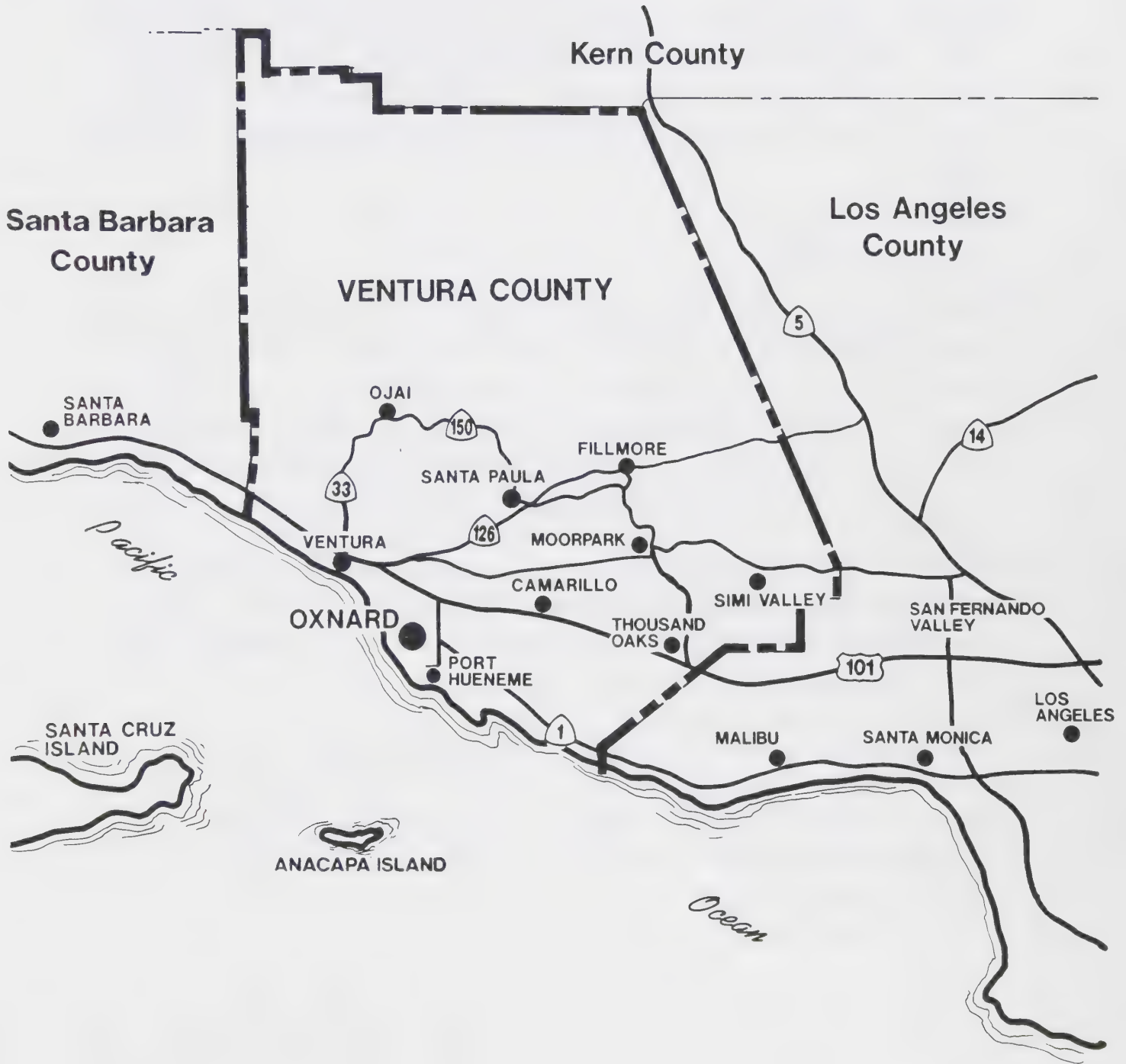
B. Local Setting

1. History

Oxnard was first sighted by Europeans in 1542 when Juan Rodriguez Cabrillo, a Portuguese explorer, sailed into Point Mugu Lagoon. At that time, the Oxnard Plain was inhabited by the Chumash Indians.



GENERAL PLAN



REGIONAL LOCATION MAP

Figure : I-1



In the 1860's, the Oxnard Plain was first developed as an commercial agricultural and oil prospecting area. The population grew rapidly as agricultural production and processing became highly successful.

In June 1903, the City of Oxnard was incorporated. Over the past 87 years, Oxnard has grown from a population of several hundred people to over 125,000. Oxnard has become a significant economic and population center. The City has an incorporated area of approximately 24 square miles.

2. Geography

Bordered by mountains and the Pacific Ocean, Oxnard offers both a sea-side environment and a rural, small-town atmosphere. To maintain the low profile character of the community, urban development is clustered in a compact core area surrounded by rural open areas and agriculture. The agricultural areas north and east of the City are protected as a part of the adopted Oxnard-Camarillo Greenbelt Agreement. This Agreement, between Oxnard, the City of Camarillo, and the County of Ventura, reflects the existing open space and agricultural zoning which protects land from conversion to uses incompatible with agriculture. In addition, this agreement ensures that Oxnard will always have distinguishable boundaries from adjacent cities.

The topography of the City is primarily level and the urbanized area is established along a regularized grid system. Vertical accents are provided by tall eucalyptus/cypress windrows which provide a wind screen and by new commercial development along the Ventura Freeway corridor.

3. Economics

Oxnard has an active business community with several major industries including, among others, agriculture, tourism and manufacturing. The fertile soils of the Oxnard Plain combine with a Mediterranean climate to create optimum conditions for agricultural production. Convenient access

to several modes of transportation contributed to the growth of the region as a leading agricultural area. Tourist-related commercial development has continued to grow in recent years as more people discover the temperate climate and diverse recreational amenities found in this seaside community. The Oxnard-Ventura area has also experienced a period of accelerated growth in private sector employment.

4. Demographic Profile

According to the 1980 U.S. Census, the City's population in 1980 was 108,195. Of the 25,423 families, 3,768 were headed by single parents, with a per family average of 1.4 children under the age of 18. There were 39,491 dwelling units in the City and approximately 3.04 persons per dwelling unit.

The unemployment rate at the time of the 1980 Census was 8.4%. At that time, the labor force traveled an average of 19.7 minutes to work. The mean annual household income was \$17,630.

The 1980 Census also reported that 7% of the population was 65 years old or older, 37% of the population was under 20 years of age, and 10% were less than 5 years of age. The mean age was 26 years. Racially, 46% of the population reported themselves to be white, 44% of Spanish origin, 5% Asian/Pacific Islander and 5% Black. A total of 61.5% of residents over the age of 25 were high school graduates.

Since 1980, the City has grown steadily. Current (1989) information regarding population, age, education, family and household income, and industry employment statistics for Oxnard are shown on **Tables I-1 to I-3.**

TABLE I-1
TOTAL POPULATION BY AGE

Age	Persons	Percent
0 to 5	15,149	11.8
6 to 13	18,359	14.3
14 to 17	8,081	6.3
18 to 24	13,865	10.8
25 to 34	22,467	17.5
35 to 44	18,487	14.4
45 to 54	11,298	8.8
55 to 64	10,014	7.8
65 +	10,656	8.3
TOTAL	128,388	100.0

Source: Donnelley Marketing Information Services

TABLE I-2
FAMILY AND HOUSEHOLD INCOME

Median Household Income	\$31,290
Median Family Income	\$32,972

Income	Percent
0 to \$7,499	7.7
\$7,500 to \$9,999	4.4
\$10,000 to \$14,999	8.1
\$15,000 to \$24,999	19.2
\$25,000 to \$34,999	16.8
\$35,000 to \$49,999	18.9
\$50,000 to \$74,999	15.0
\$75,000 +	9.8
TOTAL	100.0

Source: Donnelley Marketing Information Services

TABLE I-3
INDUSTRY CLASSIFICATION
OF EMPLOYED PERSONS (16 YEARS AND OVER)

Industry	Persons	Percent
Agriculture, forest, fisheries, mining	7,374	16.1
Construction	2,538	5.5
Manufacturing:		
Nondurable	2,642	5.8
Durable	5,120	11.2
Transportation	1,531	3.3
Communications	942	2.1
Wholesale trade	1,978	4.3
Retail trade	6,489	14.2
Finance, insurance and real estate	1,931	4.2
Business and repair services	1,960	4.3
Personal, entertainment, recreation services	1,531	3.3
Professional and related services:		
Health service	2,747	6.0
Educational	2,567	5.6
Other	1,524	3.3
Public administration (government)	4,892	10.7
TOTAL	45,766	100.0

Source: Donnelley Marketing Information Services

HISTORY AND STATUS OF THE GENERAL PLAN

This 2020 General Plan represents a comprehensive revision to the City's 1990 General Plan and compilation of its various elements into a single document. The Oxnard 2020 General Plan is comprised of 12 mandatory and permissive elements: (1) Growth Management, (2) Land Use, (3) Circulation, (4) Public Facilities, (5) Open Space/Conservation, (6) Safety, (7) Noise, (8) Economic Development, (9) Community Design, (10) Parks and Recreation, (11) Housing and (12) Coastal Land Use. The twelfth element, the Coastal Land Use Plan, is contained in a separate document.

The following is the history and current status of the elements of the 2020 General Plan.

The Growth Management Element is a new addition to the General Plan. Although it is not required by state law, it has been included to deal with the increasingly important and complex issue of managing the City's short-term and long-term growth and development to achieve the goals and objectives of the other elements.

The Land Use and Circulation Elements were adopted in November, 1978 and revised in October, 1988. The present revision and update of these required elements draws upon all of the other elements and studies of different areas of the City.

The Public Facilities Element is also new. Its general substance is required by state law. Though it is frequently combined with the Circulation Element, the City has chosen to present it as a separate element, as permitted by state law.

The Open Space/Conservation Element was first adopted in June, 1973. The element combines the required Open Space Element and Conservation Element. The original element was prepared by the County with the City's input. Most of the goals and policies, however, were countywide and not specific to Oxnard. The current element had been prepared by the City to address local concerns. The Scenic Highways Element was adopted in 1975. In 1984, legislation was enacted that changed the requirement of the Scenic Highways Element from mandatory to optional. The substance of this element has been revised and incorporated into the Open Space/Conservation Element contained in this 2020 General Plan.

The Seismic and Safety Elements were adopted in February, 1976. Revisions to the State Planning Law, enacted in 1984, combined the Safety Element and the Seismic Safety Element into a single document now known simply as the Safety Element, which contains generally the same kind of information that was formerly included in the two individual elements.

The Noise Element was adopted in January, 1979. After that, legislative guidelines regarding the preparation of a Noise Element were amended. The primary change concerns the methodology for developing noise contours. The most recent legislation permits the use of either noise monitoring or approved methods of noise modeling in preparing noise contours. These methodologies have been incorporated into the new Noise Element contained in this 2020 General Plan.

The Economic Development Element is based on the City's conceptual Economic Element prepared with grant funds from the Federal Economic Development Administration 302A Planning Program and adopted by the City in December, 1986.

The Parks and Recreation Element, another optional element, was adopted in February, 1987. It has been revised and updated as part of this 2020 General Plan.

The Housing Element, a mandatory element, was first adopted by the City in June, 1970. A review and update was completed in January, 1977, however, it was not adopted. In February, 1980 the City adopted the Housing Element for the 1990 General Plan. The element was again revised in September, 1986 to meet the requirements of State planning legislation enacted in 1980 and 1984. The current element has been updated to comply with state law which mandates revision every five years, and to incorporate the SCAG Regional Housing Needs Assessment for the 1989-1994 planning period.

The Coastal Land Use Element was adopted by the City in 1981 and has been certified by the California Coastal Commission. As noted above, it is published as a separate document from the other elements.

COMMUNITY PARTICIPATION

State law requires citizen participation in the planning process. Recognizing the importance of organized citizen input, the City Council approved a Citizen Participation Program and vigorously worked to include community views and goals. The City Council established a General Plan Advisory Committee (GPAC) as part of the Citizen Participation Program, which conducted a survey of community attitudes. Also, in accordance with state law, public hearings were held by the City Planning Commission to obtain additional public input.

A. General Plan Advisory Committee

The GPAC consisted of representatives of various recognized community groups that have an interest in the future of the City. The GPAC planning process (see **Figure I-2**) involved the following major steps from August 1986 to spring 1989.

1. Review of a report on preliminary baseline conditions, including an analysis of already developed areas, individual approved development projects, projects approved by the City as part of an area plan or specific plan, and projects for which assessment districts had been created or for which development agreements or vesting maps had been approved.
2. Identification of desired modifications to the City's Sphere of Influence and designation of exclusive agricultural areas.
3. Detailed review, evaluation and consensus on 19 areas of existing development or potential in-fill development and reinvestment in the City where issues existed as to the appropriate land use designation.
4. Identification of 14 larger undeveloped and agricultural areas within the planning area that require detailed attention and review. The GPAC toured these areas and discussed appropriate land uses for these areas at several GPAC meetings.
5. Discussion on the four major alternative land use concepts for the City areas that were presented to the GPAC -- "1990

General Plan," "Regional Center," "Land Use Absorption" and "Land Suitability." (Descriptions of these alternatives are found in **Table I-4.**)

6. Review and analysis of land uses alternatives for each of the 14 study areas based on the alternative concepts. The GPAC received an environmental scorecard on the general impacts of the four alternative concepts and additional input from the results of a Community Attitude Survey (discussed below).
7. Selection of the "Land Use Absorption" alternative as the preferred approach. This alternative then established a foundation for the preparation of the Oxnard 2020 General Plan.
8. Consideration of the Ormond Beach area in addition to the 14 study areas described above. Although the GPAC endorsed a marina-oriented development alternative, it is not a part of this 2020 General Plan.
9. Consideration of the Northwest study area in addition to the 14 study areas described above. Although the GPAC endorsed a proposed land use pattern, it is not a part of this 2020 General Plan.
10. Consideration of the Environmental Impact Report (EIR) for the 2020 General Plan in December 1988. The GPAC discussed further the draft 2020 General Plan and EIR in spring 1989.

The City wishes to thank the GPAC members and alternates for their efforts and commend them for their contribution to the City's planning process.

B. Community Attitude Survey

The Community Attitude Survey formed an important component of the Citizen Participation Program. In June and July 1987, the Survey was distributed to residents within the City of Oxnard in order to elicit responses regarding general plan issues. The results of the Survey were used to assist the GPAC in developing priorities and formulating goals and policies.

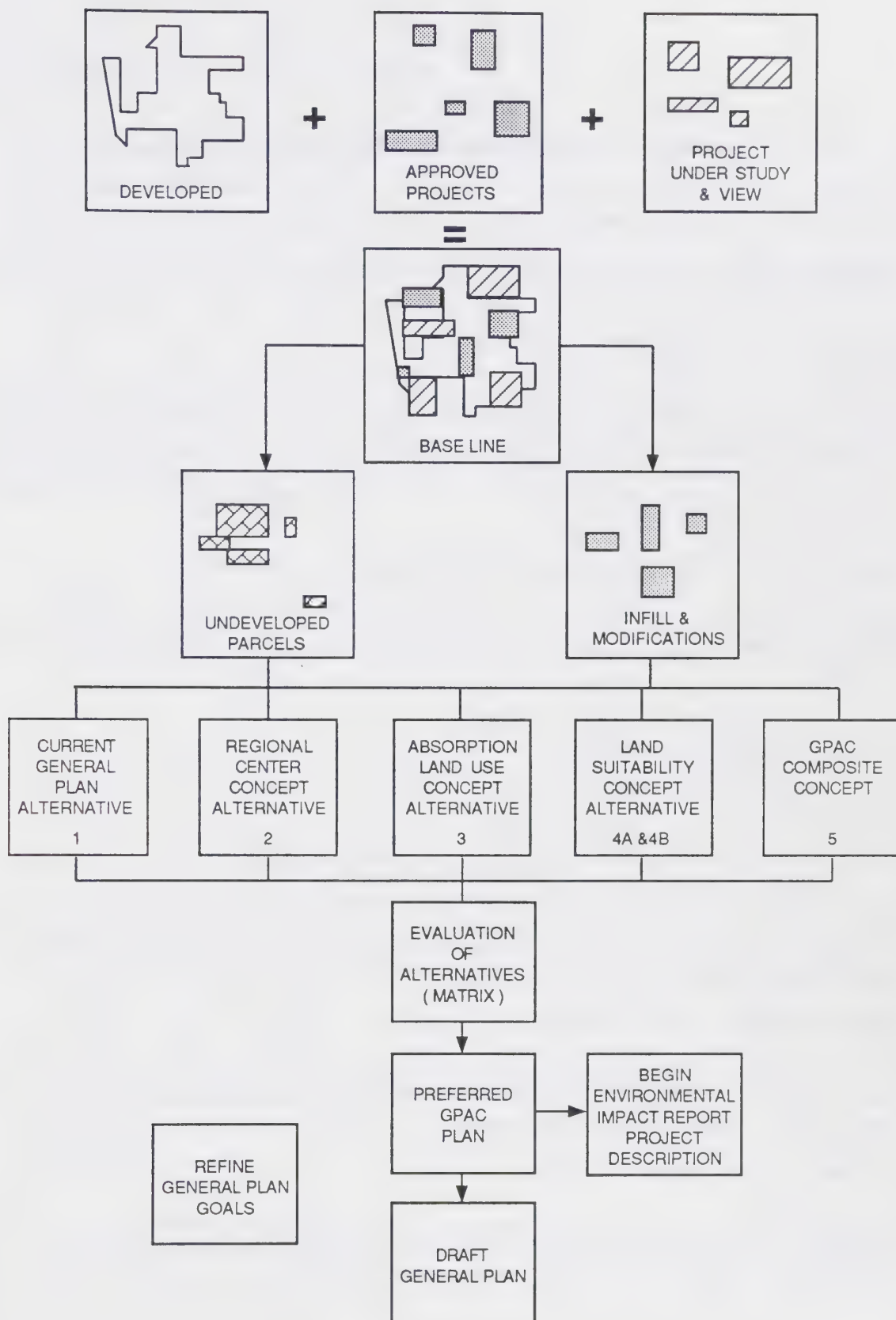
The Survey contained 20 questions that addressed city-wide goals, neighborhood issues, environmental factors (such as traffic and noise), economic development and the quality of public facilities. Community issues that residents identified as being of primary importance included the quality of public schools, beach preservation, and preservation and development of park and recreation facilities. The majority of residents favored an effort to attract tourist-oriented commercial activity and many residents were concerned with the efficiency of the City's circulation system.

Concerns were also expressed regarding crime and unsightly conditions. Many residents expressed the desire to retain the semi-rural character of the community and to preserve natural scenic resources.

The issues identified through the Community Attitude Survey are addressed within the various 2020 General Plan elements, and the goals expressed by the residents were considered in the formulation of general plan policies. The Survey questions together with a tabular summary of the results are contained in the Technical Appendix.

C. Public Hearings

The draft 2020 General Plan was first circulated for public review in summer 1989, and public hearings were held before the Planning Commission to obtain additional community input. As a result of that process, the 2020 General Plan was changed substantively and technically, the policies in the Neighborhood Element were incorporated into the Land Use Element, and a new Public Facilities Element, revised Parks and Recreation Element and updated Housing Element were added. Additional public hearings before the Planning Commission in early 1990 resulted in further changes. The revised 2020 General Plan was then recommended to the City Council for adoption.



CITY OF OXNARD GENERAL PLAN ALTERNATIVES ANALYSIS PROCESS

Figure : I-2

TABLE I-4
CANDIDATE GENERAL PLAN ALTERNATIVES

Alternative 1: 1990 General Plan

This alternative retained the land use designations for the 14 study areas contained in the 1990 Oxnard General Plan.

Alternative 2: Regional Center Concept

This alternative emphasized land uses for the 14 study areas that would increase the City's employment and fiscal base by allocating additional commercial and industrial acreage and minimizing housing and residential uses. This concept assumed early construction of a bypass freeway between Route 1 (PCH) and Route 101 (Ventura Freeway) and development of a regional airport facility.

Alternative 3: Land Use Absorption Concept

This concept provided for few additional job-generating land uses beyond the development of already approved and/or committed projects, which include:

- o Northeast Industrial Area
- o Oxnard Town Center
- o Channel Islands Business Center
- o Rose-Santa Clara Area
- o McGrath Industrial Area
- o Infill and other approved commercial and industrial.

This alternative also allocated residential uses to the 14 study areas in an effort to provide the amount of housing needed to accommodate the projected growth in jobs. This is the basic alternative selected by GPAC and became the foundation for preparing the Land Use Element.

Alternative 4A: Land Suitability Concept

This alternative allocated land uses to each undeveloped and agricultural area on the basis of environmental and site planning analyses for each area, without regard to housing needs.

Alternative 4B: Land Suitability Concept

This concept is basically the same as Alternative 4A except that it also provided for residential development east of Patterson, provided for a new greenbelt area south of Rice Avenue and Route 101 and considered the closing of Oxnard Airport.

ENVIRONMENTAL IMPACT REPORT

In accordance with the California Environmental Quality Act (Pub. Res. Code Section 21000 et seq.), a draft Environmental Impact Report (EIR) addressing the environmental effects associated with the draft 2020 General Plan, including mitigation measures and alternatives, was prepared and circulated to local, regional and State agencies and to the public for review and comment. In response to comments received on the initial draft General Plan and EIR, a Revised Draft EIR was prepared. It included all written comments received during the public comment period and staff responses to these written comments and to the comments received during the initial public hearings.

The Revised Draft EIR was also circulated for further public review and comment. Additional public hearings for the EIR were held by the Planning Commission. Staff responses to additional comments received during this subsequent review period are included in the Final EIR.

The Final EIR was certified by the Planning Commission prior to its recommending that the City Council adopt the 2020 General Plan.

ORGANIZATION OF THE 2020 GENERAL PLAN

Following this Introduction, Chapter II (The General Plan Process) provides a brief overview of state planning law requirements and an explanation of some key terms and concepts related to general planning and land use regulation. Chapter III (Regional Planning Framework) details the relationship between the Oxnard 2020 General Plan and various regional plans and policies and the general plans of surrounding communities.

Chapters IV through XIII contain the various elements of this 2020 General Plan. The basic organization of each element is described below.

A. Setting

Each element provides a **SETTING** discussion that contains a description of existing conditions relevant to the subject matter of that element and a description of projected future needs based on an analysis of anticipated development permitted by the 2020 General Plan.

B. Findings

Each element also provides a short summary of issue-oriented **FINDINGS** derived from that analysis.

C. Development Policies

The 2020 General Plan elements also document community values, which are expressed as **DEVELOPMENT POLICIES**.

State law mandates that the general plan must contain a "statement of development policies consisting of a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals." (Government Code Section 65302.) Each element in the 2020 General Plan thus contains a section describing the **development policies** relevant to that element.

According to the General Plan Guidelines, prepared by the State Office of Planning and Research (OPR), a **development policy** is a general plan statement that guides action. It should include **goals, objectives, principles, policies, plan proposals** and **standards**. No matter how these terms are defined in a general plan, it is important that they be used consistently and that the terms, taken together, range from the general to the specific. Definitions for these terms, as contained in the OPR Guidelines and used in this plan, follow:

1. Goals

A **goal** is a direction-setter. It is an ideal future end, condition or state related to the public health, safety and general welfare toward which planning and planning implementation measures are directed. A **goal** is a general expression of community values. It is not generally quantifiable, time-dependent or suggestive of a specific action. For example: "A diversified economic base for the City." A summary of the **goals** of this 2020 General Plan is presented at the end of this Chapter.

2. Objectives

An **objective** is a specific end, condition or state that is an intermediate step toward obtaining a **goal**. It should be achievable and when possible measurable and time-specific. For example: "To create a downtown shopping center by 1994." There may be more than one **objective** for each **goal**.

3. Principles

A **principle** is an assumption, fundamental rule or doctrine guiding general plan **policies**, **plan proposals**, **standards** and **implementation measures**. **Principles** are based on community values, generally accepted planning doctrine, current technology and the general plan's **goals** and **objectives**. For example: "People need the benefits provided by open space."

4. Policies

A **policy** is a specific statement that guides decision making. It indicates a clear commitment of the local legislative body. A **policy** is based on a General Plan's **goals** and **objectives** as well as the analysis of data. For example: "The city shall not approve plans for the downtown shopping center until an independently conducted market study indicates that the center would be economically feasible."

The OPR Guidelines suggest:

"For policy to be useful as a guide to action, it should be clear and unambiguous. The practice of adopting broadly drawn and vague policies is unacceptable. Clear policies are particularly important when it comes to judging whether or not zoning decisions, subdivisions, public works projects, etc., are consistent with the general plan."

The **policies** also are intended to establish a yardstick for measuring the compliance of residential, commercial, and industrial projects with each element and the entire general plan. Generally speaking, these policies are used throughout the life of the general plan unless they are amended sometime in the future because of new conditions and changed **goals** and **objectives**.

5. Plan Proposals

A **plan proposal** is a description of how **development policies** affect an area, often expressed in the form of a general plan **diagram**. For example: "The proposed downtown shopping center will be located somewhere in the area bounded by D and G Avenues and James and Fourth Streets (see Map No. 1)."

6. Diagrams

A **diagram** is a graphic expression of the general plan's **development policies**, particularly its **plan proposals**. A **diagram** must be consistent with the general plan text and should have the same long-term planning perspective as the rest of the general plan.

7. Standards

A **standard** is a rule or measurement establishing a level of quality or quantity that must be complied with or satisfied. **Standards** define the abstract terms of **goals**, **objectives** and **policies** with concrete specification. For example: "The minimum acreage for a regional shopping center is from 40 to 50 acres."

D. Implementation Measures

Each 2020 General Plan element concludes with a discussion of **implementation measures**. Again, the OPR Guidelines provide a useful definition:

"An **implementation measure** is an action, procedure, program or technique that carries out the general plan **development policies**. For example: 'The City shall adopt a specific plan for the downtown shopping district.'"

By comparison to **policies**, **implementation measures** are "to do" items that convey a specific mission to be accomplished within (usually) a definite timetable. Specific programs, implementing agencies, the time schedule for completion of facilities, and available funding sources are identified in the **IMPLEMENTATION MEASURES** section of each 2020 General Plan element.

SUMMARY OF GENERAL PLAN GOALS

A. Growth Management Element

1. Sensible urban growth based on the ability to provide the necessary governmental services and municipal utilities.
2. Maintain the quality of life desired by the residents of Oxnard.

B. Land Use Element

1. A balanced community that meets housing, commercial and employment needs consistent with the holding capacity of the City.
2. Preservation of scenic views, natural topography, natural physical amenities, and air quality.
3. A balance between jobs and housing within reasonable commuting distance from each other.

C. Circulation Element

1. A transportation system that supports existing, approved and planned land uses throughout the City while maintaining a level of service "C" on all streets and at all intersections.
2. A public transportation system which serves the needs of residents and workers of Oxnard.
3. Safe, accessible routes for bicyclists and pedestrians.
4. A regional airport in Ventura County sufficient for commercial air carrier service.
5. Reduced dependency on automobiles for travel needs.

D. Public Facilities Element

1. Public facilities and services adequate to serve existing and future development within the City.

E. Open Space/Conservation Element

1. Maintenance and enhancement of natural resources and open space.

F. Safety Element

1. Maintenance and enhancement of a safe community.

G. Noise Element

1. A quiet environment for the residents of Oxnard.

H. Economic Development Element

1. A stable, diversified, well-balanced economy.

2. Optimum utilization of natural and man-made resources.
3. A variety of economic opportunities throughout the City.
4. A revitalized downtown area of the City.
5. Quality child and senior care services for all in the community.

I. Community Design Element

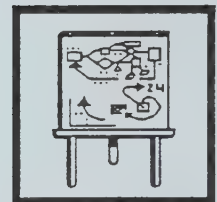
1. A unified and high quality visual image for the City.
2. A thoughtful and sympathetic relationship between the built environment and the natural environment.

J. Parks and Recreation Element

1. A variety of quality recreation facilities and resources for Oxnard residents.

K. Housing Element

1. A housing supply of adequate physical condition in all residential neighborhoods.
2. Housing costs within the ability-to-pay of all economic segments.
3. Sufficient housing to satisfy the needs of the households with special housing needs (such as the homeless, farmworker households and elderly).
4. Opportunities for home ownership.
5. A variety of housing types throughout the City which meet the needs of all economic segments.
6. Sufficient housing opportunities for all persons regardless of race, color, religion, sex, marital status, age, handicapped condition, ancestry, national origin, sexual orientation or family size or type.
7. Energy efficient housing units.



II. General Plan Process

II. THE GENERAL PLAN PROCESS

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II. THE GENERAL PLAN PROCESS

INTRODUCTION

This chapter provides an overview of the general planning process in California and in the City of Oxnard. It describes the purpose and function of a general plan, the required and optional elements of a general plan, the relationship of the general plan process to other regional and local planning processes, and the major steps in preparing a general plan.

PURPOSE AND FUNCTION OF GENERAL PLANS

The California State Planning Law (Government Code Section 65300 et seq.) requires each city and county to adopt a comprehensive, long-term general plan for the physical development of the area within its jurisdiction and of any land outside its boundaries which bears relation to its land use planning activities. The general plan acts as a "constitution" for development, the foundation upon which all land use decisions are to be based. It

expresses community development goals and embodies public policy concerning future public and private land use. At one time, the general plan was viewed as a set of broad policies that played a minor role in development decisions. Recent changes in the law, however, have made the general plan more important. The general plan may no longer be merely a "wish list," but must now provide concrete direction for decision-making.

Preparing, adopting, implementing and maintaining the general plan serves to:

- o Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development
- o Provide a basis for local government decision-making
- o Provide citizens with opportunities to participate in the planning and decision-making processes of local government
- o Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that will guide development within the community.

The general plan bridges the gap between community values and actual physical land use decisions. It is adopted (and amended) by a resolution of the city council.

Government Code Section 65300 defines the general plan as a "comprehensive, long-term" document. By "comprehensive," the Government Code means the general plan must cover all territory within the boundaries of the city as well as "any area outside the boundaries which bears relation to its planning." It must also discuss all issues that the Planning Law requires and should cover all locally relevant physical, social, and economic planning issues. By "long-term," the Government Code means the general plan (1) establishes goals and projects conditions and needs into the future, as a basis for determining objectives, and (2) establishes long-term policy for day-to-day decision-making based upon those objectives.

In 1975, the Legislature adopted the "internal consistency" requirement, meaning that all elements of the general plan are equally important and must be consistent with each other. The general plan's assumptions, projections, and standards should be uniform and consistent. In addition, each element's data analyses, goals, policies and implementation programs must be consistent with and complement one another. Diagrams within the general plan must be consistent with the text. If a new element is adopted or a part of the general plan is amended, the rest of the plan must be changed wherever inconsistencies result. Otherwise, there will be confusion regarding community policies and standards.

GENERAL PLAN ELEMENTS

The seven elements which are mandated by Government Code Section 65302 and the issues each embodies are as follows:

1. Land Use Element -- designates the general distribution and intensity of land uses for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities and other categories.
2. Circulation Element -- is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and public facilities.
3. Housing Element -- comprehensively assesses current and projected housing needs for all segments of the community, including all economic groups. In addition, it embodies policy and action programs for providing adequate housing.
4. Conservation Element -- addresses the conservation, development, and use of natural resources, including water, forests, soils, rivers and mineral deposits.
5. Open Space Element -- details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and agriculture.
6. Noise Element -- identifies and appraises noise problems within the community and forms the basis for land use distribution.

7. Safety Element -- establishes policies and programs to protect the community from risks associated with seismic, geologic, flood and fire hazards.

Section 65303 of the Government Code provides that the general plan may include any other elements which, in the judgment of the local legislative body, relate to the physical development of the City. Combining two or more mandatory or permissive elements is permitted. All elements, whether mandatory or permissive, have equal legal status and must comprise an integrated, internally consistent and compatible statement of policies.

While state law specifies the basic content of the general plan, it leaves the format to local discretion. Each city may adopt a general plan in any format it deems most appropriate or convenient. Accordingly, the general plan may be adopted as a single document, or as a group of territorial plans; alternatively, the elements may also be adopted individually. Regardless of format, however, a general plan must address all required issues to the extent they are locally relevant.

RELATIONSHIP OF THE GENERAL PLAN TO OTHER PLANNING PROCESSES

The general plan is closely related to three other planning processes: regional plans, area plans, and specific plans. The distinction between these three planning tools and the general plan is discussed below.

A. Regional Planning

To be an effective and realistic guide for future development, the general plan must also provide a framework for local development that is consistent with regional plans and the policies of relevant regulatory agencies. These may include, as applicable, the following:

- o California Coastal Act -- requires each county or city within the Coastal Zone to prepare a Local Coastal Program (LCP), including a coastal land use plan, which must be certified by the California Coastal Commission.

- o Surface Mining and Reclamation Act (SMRA) -- requires cities and counties containing minerals of regional or state-wide significance to amend their general plans to protect the sites from incompatible uses.
- o California Timberland Productivity Act -- requires cities and counties with qualifying timberland to adopt Timberland Preserve Zoning (TPZ), restricting the use of the land to timber production and other compatible open space uses.
- o California Integrated Solid Waste Management Act of 1989 -- requires cities to prepare a source reduction and recycling element and counties to prepare and adopt a countywide integrated waste management plan (CIWMP).
- o County Hazardous Waste Management Plans -- Counties have the option under AB 2948 (Ch. 1504, Stats. 1986) of preparing countywide hazardous waste plans in lieu of including hazardous waste provisions with their solid waste management plan.
- o Alquist-Priolo Special Studies Zones Act -- requires cities and counties with designated fault zones to include policies and standards in their general plans for new development within the fault zones.
- o Airport Land Use Commission Law -- requires cities and counties located around airports to amend their general plans to bring them into conformity with plans prepared by airport land use commissions.

The preparation of any general plan should include a thorough analysis of the effects of these regulations and other regional plans on local development; the plan should discuss how its various proposals relate to these regional issues and plans. A discussion of the relationship of the Oxnard 2020 General Plan to various regional policies and plans is contained in Chapter III (Regional Planning Framework).

B. Area Plans

An area plan is a specialized plan that addresses a particular region or community within the overall planning area. It is adopted by city council resolution and must be consistent with the general plan. To facilitate such consistency, the general plan should incorporate policies addressing all areawide issues and setting guidelines for the detailed treatment of issues

in the various specialized plans. Thus, an area plan refines the policies of the general plan as they apply to a smaller area and is implemented by local ordinances such as those regulating land use and subdivision.

C. Specific Plans

A specific plan is a hybrid policy statement and implementation tool; it is not part of the general plan. State law sets the minimum contents of a specific plan, which is prepared by a county or general law city. (Government Code Section 65451.) It is often used to address a single project such as urban infill or a planned community. As a result, its emphasis is on concrete standards and development criteria that supplement those of the general plan. Its text and diagrams will address the planning of necessary infrastructure and facilities as well as land uses and open space. In addition, it will specify those programs and regulations necessary to finance infrastructure and public works projects. Specific plans must be consistent with the general plan. In turn, zoning, subdivisions, and public works projects must be consistent with the specific plan. (Government Code Section 65455.)

PREPARING THE GENERAL PLAN

There are eight major steps in preparing the general plan. These are:

1. Identifying Issues, Opportunities and Assumptions -- including community characteristics, regional issues and citizens' concerns.
2. Formulating Goals -- through discussions with community groups, individuals and the city, which address the major planning issues confronting the community.
3. Collecting and Analyzing Data -- for such things as environmental conditions, existing land use, infrastructure constraints, population and social characteristics, economic conditions, housing stock and needs, and existing commitments and policy constraints.
4. Revising Goals and Determining Objectives -- in light of the data gathered.

5. Developing and Evaluating Alternative Plans -- which consist of different land use patterns, sets of policies, population projections, and/or some combination of these, for their short-term and long-term environmental effects.
6. Selecting and Adopting the Preferred Plan -- formal public hearings on the draft general plan before the planning commission and the city council prior to the city's adoption of the general plan.
7. Implementing the General Plan -- by adoption of specific plans, zoning ordinances and other regulations, such as building and housing codes.
8. Amending the General Plan -- to keep it up-to-date and useful for making intelligent, informed decisions.

Because it is a dynamic document, the general plan should be revised and updated periodically. Amendments to the general plan are permitted four times annually. The entire general plan, including the basic policies, should be thoroughly reviewed periodically and revised, as necessary, to reflect new conditions.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The adoption or amendment of a general plan or element of a general plan constitutes a project for purposes of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Title 14, Cal. Code Regs.). If the jurisdiction determines from the initial study that any aspect of the proposed general plan document or amendment, either individually or cumulatively, may cause a significant effect on the environment, the jurisdiction must prepare an environmental impact report (EIR). If the initial study shows there is no substantial evidence that the project may have a significant effect, a negative declaration must be prepared instead of an EIR.

The EIR is a public information document used by the governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives and to disclose possible ways to reduce or avoid the possible environmental damage (CEQA Guidelines Section 15002(f)). The preparation of EIRs and negative declarations should occur early enough in

the planning process so that environmental considerations can influence project development and yet late enough to provide meaningful information for environmental assessment. A project should be reviewed in its entirety; dividing a project into two or more parts can result in failure to consider cumulative impacts or reasonably foreseeable future projects. The jurisdiction must submit a draft EIR for public review before certifying it in final form.

Although a general plan and an EIR on a general plan are legally distinct, they overlap extensively. They must address many of the same concerns, and the processes for preparing them are similar. Virtually every substantive requirement of an EIR will be covered during the thorough process for preparing or revising an entire general plan. A well prepared EIR for a general plan covering broad geographic areas can increase the possibility that negative declarations can be issued at a later time for specific project proposals within the planning area.

GENERAL PLAN IMPLEMENTATION

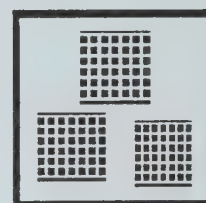
The general plan must be implemented once the local government has adopted it. Local governments may avail themselves of many methods or tools to carry out their general plan goals, objectives, and policies. These tools, known as implementation measures, should be tailored to operate effectively given the unique local circumstances of each jurisdiction.

Most implementation methods derive from local government's corporate and police powers. State law requires a local government to have subdivision and building regulations and open space zoning; most other measures are adopted at local option. If the goals and objectives of the general plan are to be reached, the implementing measures must be carefully chosen, adapted to local needs, and carried out as an integrated program of complementary and mutually reinforcing actions. Some of the more frequently used tools to implement the general plan include:

- o Specific Plans
- o Zoning
- o Subdivision Regulations
- o Redevelopment Projects
- o Development Agreements
- o Capital Facilities Programs
- o Growth Management Programs
- o Jobs/Housing Balance Strategies
- o Land Acquisition
- o Preferential Assessments
- o Transportation System Management
- o Joint Development.

Local governments use a variety of methods to finance the facilities and services needed to implement their general plans. Cities and counties can control to an extent the timing, type, and quality of development by exercising their authority to finance and construct public facilities. There are four principal funding sources for local government: taxes, exactions, fees, and assessments.

In addition to general state support of local governments, there are a broad range of state and federal grant and loan programs that local governments use to finance the implementation of their general plans. One of the most important is the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant Program, which may be used to fund urban renewal, housing, public facilities, and other similar projects. The Small Cities component of the Community Development Block Grant Program is administered in California by the Department of Housing and Community Development. For economically distressed cities, HUD operates the Urban Development Action Grant Program. The U.S. Department of Commerce's Economic Development Administration also makes grants and loans to local governments for public works and economic development projects.



III. Regional Planning Framework

III. REGIONAL PLANNING FRAMEWORK

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III. REGIONAL PLANNING FRAMEWORK

INTRODUCTION

This Chapter provides a framework for planning in the City of Oxnard in relation to existing regional plans and policies and in relation to the general plans of adjacent jurisdictions.

REGIONAL PLANNING

This section describes important jurisdictional boundaries and relevant regional plans and policies.

A. Jurisdictional Boundaries

There are several formal and informal jurisdictional areas and boundaries that influence land use planning in the City of Oxnard. These are depicted on **Figure III-1** and are described below.

1. Airport "Sphere of Interest"

The Oxnard Airport is an air carrier airport located in the western central portion of the City. In order to coordinate the review of land use proposals which may affect or be affected by the operations of the airport, the Oxnard Airport Sphere of Interest has been established. This sphere is generally bounded by Doris Avenue on the North, "H" Street/Hobson Way on the east, Wooley Road on the south, and the Edison Canal on the west. All proposed new development projects in this area are referred to the Oxnard Airport Authority for review and determination of the compatibility with airport operations. Proposed changes to the City's general plan, zoning, or development regulations that may affect property within the Oxnard Airport Sphere of Interest must be referred to the Ventura County Airport Land Use Commission.

Camarillo Airport also has an established Sphere of Interest which is bounded on the north by the Ventura Freeway, on the west by Oxnard's Sphere of Influence (discussed below), and on the south by Fifth Street. The Camarillo Airport Sphere of Interest lies entirely outside the City's Planning Area (discussed below) and therefore has little impact on the 2020 General Plan.

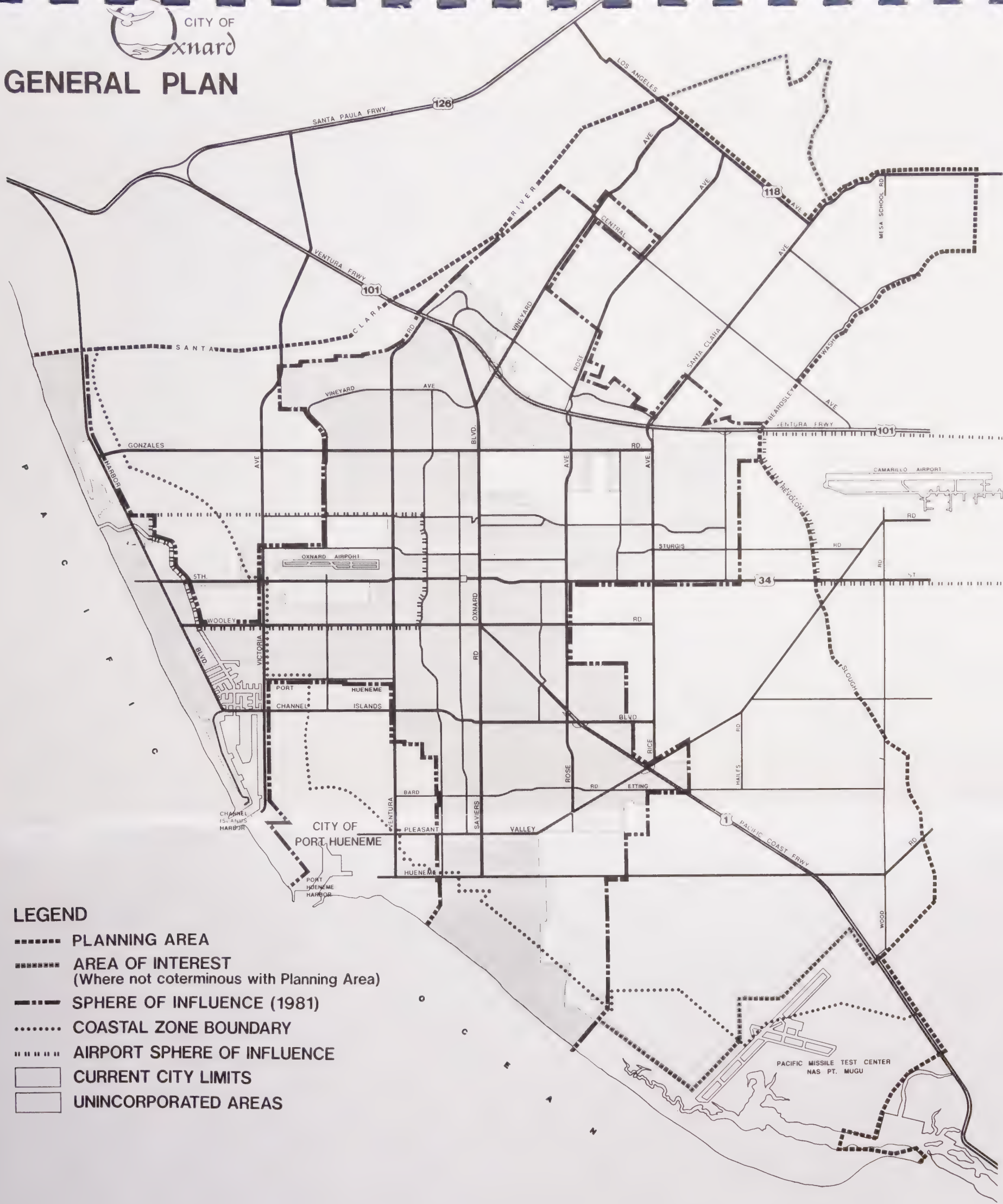
2. Coastal Zone

The Coastal Zone is an area that generally extends 1,000 yards landward of the mean high tide line. (Public Resources Code Section 30103.) The actual Coastal Zone boundary is delineated on a set of maps adopted by the state Legislature. As discussed elsewhere in this 2020 General Plan, land uses in the Oxnard Coastal Zone are governed by a separate Coastal Land Use Plan (LUP) and zoning regulations, which were adopted by the City of Oxnard pursuant to the California Coastal Act and certified by the California Coastal Commission.

FIGURE III-1
JURISDICTIONAL BOUNDARIES MAP

SEE FOLDOUT

GENERAL PLAN



- LEGEND**
- PLANNING AREA
 - AREA OF INTEREST
(Where not coterminous with Planning Area)
 - SPHERE OF INFLUENCE (1981)
 - COASTAL ZONE BOUNDARY
 - AIRPORT SPHERE OF INFLUENCE
 - CURRENT CITY LIMITS
 - UNINCORPORATED AREAS

JURISDICTIONAL BOUNDARIES MAP

Figure: III-1



3. Current City Jurisdiction

The City's jurisdiction is the incorporated territory of the City. Land use within the City limits is regulated by the City subject to the limitations and regulations of the regional, state and federal government.

4. Sphere of Influence

The Local Agency Formation Commission (LAFCO) in every county adopts a Sphere of Influence for each City within that county to represent "the probable ultimate physical boundaries and service area" of that city. (Government Code Section 56425.) The Ventura LAFCO has adopted such a Sphere of Influence for the City of Oxnard. Land use outside the current City jurisdiction but within the Sphere of Influence is controlled by Ventura County in formal consultation or by joint action with the City. As discussed in greater detail in the Growth Management Element, this 2020 General Plan expresses City policy to expand the City's Sphere of Influence to include the following areas: (1) south of Pleasant Valley Road and east of Highway 1; and (2) south of Ocean View Junior High School and east of Olds Road.

5. Area of Interest

The Ventura LAFCO has adopted Areas of Interest in the county. These areas define major geographic areas reflective of community and planning identity. Within each Area of Interest, LAFCO will typically permit only one incorporated city. Projects proposed in unincorporated areas of the Oxnard Area of Interest are referred to the Oxnard staff by the County of Ventura, so Oxnard may review the proposed project's consistency with Oxnard's general plan. The Oxnard Area of Interest is generally equivalent to the area included in Oxnard's Planning Area (described below), except that the Area of Interest also includes the area between Los Angeles Avenue and South Mountain, but does not include the Point Mugu Naval Air Station (NAS)/Pacific Missile Test Center. Land outside the

Sphere of Influence within the Area of Interest is controlled by Ventura County in consultation with the City.

6. Planning Area

The Planning Area is established by the City and includes Oxnard's incorporated areas and areas which bear a relation to its land use planning activities. (Government Code Section 65300.) The Planning Area is generally bounded by the Santa Clara River on the north, Los Angeles Avenue and the Beardsley Wash/Revolon Slough on the east, Mugu Lagoon on the south, and the Pacific Ocean on the west. It is similar to the Area of Interest but includes the Point Mugu NAS and does not include the area between Los Angeles Avenue and South Mountain. The latter area has been deleted from the Planning Area due to the detachment of incorporated territory in the Del Norte area.

B. Regional Plans and Policies

Described below are a number of adopted regional plans and policies which affect planning in Oxnard, together with a discussion of their relationship to the 2020 General Plan.

1. Guidelines for Orderly Development

The Guidelines for Orderly Development are regional jurisdictional policies that have been adopted by the County of Ventura, all cities in Ventura County, and the Ventura LAFCO. These Guidelines clarify the relationship between the cities and the County with respect to urban planning and services, and facilitate a better understanding regarding development standards and fees. They also identify the appropriate governmental agency responsible for making determinations on land use requests. The primary intent of these guidelines is that urban development be located within incorporated cities whenever and wherever practical.

Urban development under the 2020 General Plan would occur within the incorporated areas of Oxnard. The goals of the 2020 General Plan are consistent with the Guidelines for Orderly Development.

2. Southern California Hazardous Waste Management Plan

The Southern California Hazardous Waste Management Plan, developed by the Southern California Hazardous Waste Management Authority (SCHWMA), is comprised of the hazardous waste management plans for eight counties, including that of Ventura County. The Plan was adopted by SCHWMA on August 24, 1989, but must still be approved by the California Department of Health Services (DHS).

SCHWMA Staff, Technical Advisory Committee, and the SCHWMA Board reviewed the siting criteria contained in all eight county plans for hazardous waste management facilities. They concluded that the siting criteria met the intent of State Assembly Bill 2948 (Tanner, 1986) and did not exclude the potential of siting facilities in any county. The siting criteria may be implemented by including them as policies in the general plans of Ventura County and its constituent cities or by incorporating them into local zoning ordinances, as appropriate. Additional comments regarding implementation are presented below, along with a review of the Hazardous Waste/Materials Management Plan for Ventura County and its incorporated cities.

3. Ventura County Hazardous Waste/Materials Management Plan

The Ventura County Hazardous Waste/Materials Management Plan (CHWMP) was adopted by the Ventura County Board of Supervisors in 1986 in response to Assembly Bill 2948. The overall objective of the CHWMP is to "ensure that safe, effective, and economical facilities for the management of hazardous wastes are available when they are needed, which protects public health and the environment." (California Health and Safety Code Section 25100, et seq.)

The CHWMP consists of a policy document, technical document, and additional appendices. The CHWMP was submitted to the DHS for review in February 1989 was approved on June 15, 1990

The City was represented on the CHWMP Advisory Committee and contributed to the development of the plan. The plan provides for locating a hazardous waste transfer facility within Oxnard's Sphere of Influence, but no action has been initiated by a public entity or the private sector to build such a facility. There are no current or historic hazardous waste disposal sites within Oxnard even though there are approximately 1,000 places of business in Oxnard that handle hazardous materials. The Safety Element of the 2020 General Plan recognizes that hazardous wastes are transported through the City by truck and by rail.

At present, it is assumed that there are ample lands designated for industrial uses within the proposed Sphere of Influence for the 2020 General Plan which would accommodate the siting of a hazardous waste transfer facility. However, environmental review would be required at such time, which would necessarily address the impacts of land use and safety on the uses and properties surrounding the proposed site.

One of the actions that is explicitly required in the Safety Element of the 2020 General Plan is implementation of Assembly Bill 2948 (Tanner Bill). As a means of doing this, the City will continue to serve on the Advisory Committee as required, endeavor to support or lead actions that are assigned to cities in the CHWMP, and consider any proposed sites in Oxnard for transfer facilities.

4. Ventura County Solid Waste Management Plan (CoSWMP)

The Ventura County Solid Waste Management Plan (CoSWMP) was prepared in response to the requirements of the Nejedly-Z'berg-Dills Solid Waste Management and Resource Recovery Act of 1972 (Government Code Section 66700 et seq.), regulations promulgated by the California Waste Management Board (CWMB) (Title 14, Cal. Code Regs.), and Assembly

Bills 3302 and 3334, which became effective in January, 1983. The Oxnard City Council on April 9, 1985, however, declined to concur with the plan's objectives and recommendations. (Resolution No. 8806). The CoSWMP was, however, adopted by the Ventura County Board of Supervisors on April 23, 1985.

The major objectives of the CoSWMP are to:

- o Identify tentative municipal waste landfill sites in the western portion of the County
- o Provide adequate safeguards to protect public health and natural resources
- o Provide a means to coordinate solid waste management planning with governmental agencies, private industry, and citizen groups
- o Develop a viable, implementable and cost-effective system to manage solid and hazardous wastes
- o Assess alternatives to landfill disposal
- o Develop environmentally sound criteria for evaluating potential disposal site locations
- o Develop a Solid Waste Management Plan that is in compliance with all applicable regulations and guidelines.

Since the CoSWMP's adoption, the City of Oxnard has nevertheless worked with representatives of the Ventura County Resource Management Agency (RMA), the Ventura Regional Sanitation District (VRSD), and State and regional agencies in a manner consistent with many of CoSWMP's objectives. Such work, for example, has included extending the life of the Coastal Landfill, reopening the Bailard Landfill, and evaluating alternatives for the treatment and disposal of oilfield drilling muds and sewer plant sludge. City staff has also worked closely with the VRSD staff to review sites for a proposed municipal solid waste reduction facility that is intended to recycle approximately two-thirds of the municipality's solid waste and, thereby, substantially extend the life of existing landfills.

In 1989, the legislature adopted AB 939, the California Integrated Solid Waste Management Act of 1989 (Public Resources Code Section 40000 et seq.) which substantially repealed the Nejedly-Z'berg-Dills Act and replaced the CWMB with the California Integrated Waste Management Board. The new Act requires each California city to prepare a source reduction and recycling element by July 1, 1991. A Countywide Integrated Waste Management Plan (CIWMP) which includes each of the city elements, is also required between July 1992 and July 1994. The Public Works Department is currently working with the VRSD, the Ventura County Solid Waste Department and other cities in Ventura County to implement programs to comply with the Act.

This 2020 General Plan addresses the waste generation patterns the City of Oxnard and contains provisions for the proper management, including recycling opportunities, of solid wastes. This plan also provides for cooperation between the City, VRSD and RMA to provide regional solutions to solid waste disposal.

5. Ventura County Mineral Resource Management Plan

The Surface Mining and Reclamation Act of 1975 (SMARA) contained two basic requirements: (1) proper reclamation of mined lands following the completion of mining activities; and (2) protection of access to mineral resources of regional and statewide significance, so urban expansion or establishment of competing land uses would not prevent extraction of the minerals. The State Division of Mines and Geology established a classification system to be utilized in the implementation of SMARA.

SMARA required that any jurisdiction in which mining is currently occurring or within which a significant regional or statewide mineral resource has been identified adopt legislation to require reclamation and protection.

The State Division of Mines and Geology has identified a number of significant mineral resource areas (designated MRZ-2 areas) within Ventura

County. In compliance with SMARA, Ventura County formulated and adopted a Mineral Resource Management Plan (MRMP). The MRMP contains policies to establish land use zones that permit the timely extraction of mineral resources from MRZ-2 areas and policies to protect such resources from land uses that would preclude mineral extraction. The MRMP also contains policies to establish buffer zones around mineral extraction areas to avoid land use incompatibilities with surrounding land uses. The MRMP thus identifies land use designations that would be appropriate for these areas.

The 2020 General Plan is consistent with the MRMP. The 2020 General Plan designates the Santa Clara River as open space, which is consistent with MRMP directives. The 2020 General Plan gives the portion of the MRZ-2 area along U.S. Route 101 (Ventura Freeway) a number of different land use designations. Several of these, such as open space, industrial and low density residential, are compatible with MRMP policies. While other designations, including commercial and medium density residential, could be contrary to MRMP policy, the Open Space/Conservation Element in the 2020 General Plan contains policies that ensure the plan's overall consistency with the MRMP.

6. Water Quality Control Plan

The State mandates that the California Regional Water Quality Control Board (RWQCB) prepare water resource plans for various drainage regions. The Oxnard Planning Area is within the Santa Clara River Basin (4A). The Los Angeles Region of the RWQCB prepared a Water Quality Control Plan for the Santa Clara River Basin (4A) which was approved by the State Water Resources Control Board in 1975. The purposes of the plan include designating beneficial uses of the basin's water resources, identifying water quality objectives to protect or restore beneficial uses, establishing implementation plans to attain adopted objectives, establishing surveillance programs, and developing eligibility requirements for funding improvement projects. The time period of the Water Quality Control Plan (1970 to 2000) overlaps the time period for the City's 2020 General Plan;

therefore, a detailed review of the plan was made so that ongoing problems or issues could be addressed in the 2020 General Plan.

Surface water quality problems that have been identified in the Water Quality Control Plan and which may apply to the Oxnard Planning Area include those caused by increased development and recreation uses, inadequately treated wastewater, past and present mining activities, silt and sediment from construction, and toxicants and pesticides drained from urban and agricultural land. In response to these issues, this 2020 General Plan requires that the City maintain a confined physical form, treat all wastewater in compliance with approved discharge permits, adequately control any mining activities and comment on the appropriateness of mining activities conducted under the authority of adjacent jurisdictions, and require by conditions of approval that silt and sediment from construction be either minimized or prohibited.

Groundwater problems identified for the portion of Basin 4A that is within the Oxnard Planning Area include mineralization and overextraction. Over the years, the City has decreased its dependence on groundwater within Basin 4A and has placed more reliance on water obtained from the Metropolitan Water District. In response to the groundwater problems identified, the City will endeavor to minimize dependence on Basin 4A groundwater and support the the local groundwater management agency in protecting, enhancing, and replenishing the aquifers underlying the Oxnard Plain.

Conditions within the Oxnard Planning Area such as municipal and industrial waste discharges, cooling water discharges, urban and non-urban runoff, accidental oil spillage, agricultural waste, dredging, construction, harbor and bay development, vessel wastes, offshore mining operations, and natural oil seeps may contribute to ocean water quality problems.

7. Ventura County Areawide Water Quality
Management Plan (208 Plan)

The legislative authorization for this plan stems from amendments to the Federal Water Pollution Control Act of 1972 (Public Law 92-500). The amendments were passed by Congress with the intent of restoring and maintaining the quality of the nation's waters.

Under Section 208 of the 1972 amendments, the governor of each state must identify areas with "substantial water quality control problems." Once identified, the governor must select "a single representative organization, including elected officials from local government" to operate "a continuing areawide water quality management planning process." The portion of the Santa Clara River Basin (4A) within the County of Ventura's boundaries was designated a "208" planning area in 1974 and Ventura County was selected to prepare the plan. The Water Quality Control Plan provided state planning input to the Areawide Water Quality Management Plan (208 Plan). As stated in the adopted 208 Plan:

"Ventura County is now and will continue to be heavily dependent on the groundwater supply with about 75 percent of the total supply derived from groundwater. Uncoordinated use and discharges by urban, industrial and agricultural complexes are continuing to deplete and degrade the supply. Contributing problems such as rising groundwaters of extremely poor quality and subsequent mineralization of surface supplies are apparent in some areas of the county. These surface flows percolate into the underground downstream and further degrade the groundwater supply. In summary, the area relies heavily upon poor quality groundwater as a main source of supply. Groundwater problems in the basin can be generally related to increasing mineralization and seawater intrusion resulting from ever-increasing consumptive uses."

While an update to the 208 Plan has been scheduled for the last several years, the update not been completed. In 1987, the City of Oxnard responded, by letter, to the Ventura County Resource Management Agency's proposed changes to the 208 Plan operating procedures. The 208 Plan requires the City to confine its service area within certain specified "phasing lines." The City is concerned about the Ventura County

Resource Management Agency's intention "to propose that the 208 Plan operating procedures be changed, by replacing all references to 'phasing lines' with references to the Sphere of Influence boundaries." The City informed the County that it is concerned that:

"[a] situation would not result wherein the 208 Plan would have to be amended as a requirement to amending the adopted Sphere of Influence Boundaries. With respect to maintaining or adjusting the Sphere of Influence Boundaries, [it is important] to emphasize that the Sphere of Influence Boundary and any subsequent amendments to it should reflect the forthcoming revisions to the City's adopted General Plan. . . ."

The population projections of the 2020 General Plan are consistent with the 208 Plan, however, approval of any proposed development that extends beyond the 1981 Sphere of Influence may require amendments to the 208 Plan.

8. Ventura County Air Quality Management Plan

In Ventura County, air pollution control is the responsibility of the Air Pollution Control District (APCD), an agency of the County. To control air pollution, the APCD prepares periodic updates to its Air Quality Management Plan (AQMP). Air quality plans and their updates have been mandated by the federal Clean Air Act since 1977.

The APCD first prepared an Air Quality Management Plan (AQMP) in 1979 pursuant to the requirements of the federal Clean Air Act, as amended in 1977. The 1979 AQMP was revised in 1982 and again in 1987; this last revision was adopted in July, 1988.

The federal Clean Air Act, as amended in 1977, required that all states show attainment of the national ambient air quality standards by December 31, 1987. It became apparent that this was an impossible deadline for some parts of the country. In 1981, the Environmental Protection Agency (EPA) published revised regulations concerning ozone attainment. These regulations stated that if attainment measures could not be demonstrated by the end of 1987, additional control measures to be

implemented after 1987 must be identified and attainment demonstrated at the earliest possible date.

The 1988 California Clean Air Act (CCAA), which became effective January 1, 1989, now mandates that districts prepare plans to meet the generally more stringent state standards. Districts designated pursuant to the CCAA provisions as having moderate air pollution are projected to be able to attain the relevant state standard by 1994. Districts with serious air pollution are projected to be able to meet state standards by December 31, 1997. Districts with severe air pollution are projected to be unable to meet the state standard until after the end of 1997, if at all. It is anticipated that Ventura County will be designated a district with severe air pollution; these districts are required to meet especially stringent air quality control requirements. Among these are no net increases in vehicle emissions after 1997 and transportation control measures sufficient to achieve average vehicle ridership of 1.5 persons per vehicle by 1999. (Typically, current vehicle ridership averages 1.1 to 1.2 persons per vehicle.) There are also strict requirements to reduce the exposure of the population to ambient pollution levels that are in excess of the state standard.

The 1979 AQMP, prepared after the federal Clean Air Act, predicted attainment of the federal ozone standard by 1987. However, subsequent studies revealed it was not likely that attainment could be reached with control measures proposed in the 1979 Plan. Thus, the projection for the region in the 1982 and 1987 revisions was that the federal standard would not be attained by the end of 1987, and probably not before 2010.

On October 5, 1988, the EPA formally disapproved the 1982 AQMP for its failure to demonstrate attainment of the federal ozone standard. With this disapproval, the EPA imposed a sanction--it would not approve any major new source (100 tons or more per year) of Reactive Organic Compounds (ROC) in the portion of the County not attaining the federal standard. (ROC are present in common fuels and solvents; they participate in the formation of smog.)

As a consequence of a lawsuit filed against the EPA, the APCD and EPA are jointly preparing a federal implementation plan (FIP) to meet the federal ozone standard in Ventura County. A draft of this plan is due in September, 1990; the final plan is scheduled for May, 1991. The FIP will contain additional and more stringent measures than those in the draft 1987 AQMP to reduce further ROC emissions and nitrogen oxides.

The population projections of the 2020 General Plan are consistent with the AQMP. However, emissions generated by additional growth are a potentially significant impact. The policies of the 1991 AQMP may affect transportation strategies related to future development.

9. Oxnard-Camarillo Greenbelt Agreement

The City of Oxnard along with the City of Camarillo and County of Ventura is a party to the Oxnard-Camarillo Greenbelt Agreement which contributes to the preservation of a large agricultural area (approximately 27,000 acres) between the cities of Oxnard and Camarillo. Greenbelt agreements are adopted by a joint resolution of the affected agencies and represent a policy commitment to the ongoing preservation of agricultural and open space. As further evidence of Oxnard's commitment to agricultural preservation, this 2020 General Plan encourages evaluating the expansion of the Oxnard-Camarillo Greenbelt south of State Route 1 (PCH) and establishment of new greenbelts in the northwest portion of the Planning Area and north of the Santa Clara River in cooperation with the City of San Buenaventura and the County of Ventura as reflected in the general plans of those jurisdictions. Establishment and expansion of these greenbelts would only be made if these jurisdictions commit to prohibiting incompatible land uses (such as detention facilities and other non-agricultural and institutional uses) within the greenbelt areas.

10. Coastal Sand Management Plan

The City of Oxnard is a founding member of BEACON--Beach Erosion Authority for Control Operations and Nourishment. This organization was

founded in 1986 by a joint powers agreement between the counties of Santa Barbara and Ventura and the coastal cities of Carpinteria, Oxnard, Port Hueneme, Santa Barbara and San Buenaventura. The organization's goal is to implement sand management techniques and policies that will mitigate coastal beach erosion within the region.

The Coastal Sand Management Plan-Santa Barbara/Ventura County Coastline is a comprehensive shoreline sand management plan for the Santa Barbara and Ventura Counties coastline. The plan adopts a strategy for beach management consisting of phased implementation of beach renourishment alternatives coupled with the continued monitoring of shoreline changes. The draft Coastal Sand Management Plan includes discussions of sediment budgets, sand management strategies, and short-term and long-term plan recommendations aimed at solving projected beach erosion problems. The findings and recommendations contained in the draft Coastal Sand Management Plan will be discussed and reviewed by joint authority participants, including the City of Oxnard and the public, over the next year.

The 2020 General Plan supports the goals and objectives of BEACON and the Coastal Sand Management Plan by incorporating specific policies in the Open Space/Conservation Element which encourage the regular dredging of local harbors which replenish sand supply and to closely monitor proposals for drainage and water storage facilities which may impound sediment.

11. Southern California Association of Governments (SCAG) Growth Management Plan

In March 1989 the Southern California Association of Governments (SCAG) approved a Growth Management Plan (GMP) as part of an overall Regional Strategic Plan designed to provide a "comprehensive vision for the SCAG region."

The GMP covers the entire SCAG region, including Ventura County, and sets forth growth management alternatives for the SCAG region. The recommended alternative, "GMA-4 Modified Job/Housing Balance

Alternative," includes numerical job, housing, and population performance goals. As indicated by the name of this alternative, the primary purpose of the GMP is "to successfully achieve a balanced distribution of future jobs and housing in the region"; the recommended alternative also includes policies and alternative strategies and measures for implementation. For the Oxnard/Ventura subregion, which includes the cities of Oxnard, Camarillo, Ventura, Port Hueneme, Santa Paula, Ojai and Fillmore, the GMP sets the following performance goals for the year 2010: (1) 191,900 housing units; (2) 235,000 jobs; and (3) a population of 510,600 persons.

Based upon the data projected for the year 2010, the jobs/dwelling unit ratio for the Oxnard/Ventura subregion is 1.22, which matches the GMP target. Clearly, the subregional jobs/dwelling unit ratio could change as local governments within the subregion revise or amend their general plans. The City will need to continue to monitor the status of other general plans and to cooperate with other local governments to assure that the subregion maintains consistency with the SCAG jobs/housing target.^{1/}

12. SCAG Regional Mobility Plan

The Regional Mobility Plan was approved along with the GMP as part of the Regional Strategic Plan. Like the GMP, the Regional Mobility Plan covers the entire SCAG region, including Ventura County. The Regional Mobility Plan is based on the same jobs, housing, and population performance goals contained in the GMP, but its goal is to "recapture and retain the transportation and mobility levels of 1984." The Regional Mobility Plan outlines a comprehensive strategy to retain and improve mobility within the region, including goals, objectives, and implementing actions.

^{1/}Ventura County and particularly Oxnard are consistently experiencing higher employee/household ratios (1.75 resident employees/household for Oxnard), and thus the SCAG jobs/dwelling unit target ratio for the Oxnard/Ventura subregion may need to be reconsidered.

13. SCAG Aviation System Study of Point Mugu Site

SCAG currently is in the initial stages of studying the advisability of locating a new regional airport facility in the Ormond Beach/Point Mugu area adjacent to the southeast corner of the City of Oxnard. This study addresses the possible construction of a commercial airport of the approximate size of the John Wayne Airport in Orange County (a facility serving about 8.5 million passengers annually). Ultimately, this study may be incorporated into the SCAG Regional Mobility Plan.

The SCAG airport study impacts the City's consideration of land use alternatives for the Ormond Beach area. An airport facility would also impact the ongoing operations of the NAS/Pacific Point Mugu Missile Test Center. The 2020 General Plan acknowledges the current status and potential impacts of the SCAG study by including a policy requiring that planning for the Ormond Beach area proceed in such a manner that a regional airport facility is not precluded. At this time, the initial SCAG findings suggest that a regional commercial airport adjacent to Point Mugu NAS would be technically and environmentally feasible. To date, however, the SCAG report has not been distributed for public review and comment, and no public hearings or discussions have been initiated.

14. Point Mugu Pacific Missile Test Center AICUZ Update

The required noise/land use studies conducted for Air Force and Navy installations are known as Air Installation Compatible Use Zone (AICUZ) studies. The objectives are to protect military installation operations from the effects of incompatible land uses and to assist local, state and federal officials in protecting and promoting public health, safety and welfare by providing information on aircraft accident hazards and noise.

In response to the concerns of the City and adjacent landowners, the Navy is currently in the process of updating its mapping for the Point Mugu facility of the community noise equivalent level (CNEL) and accident

prevention zone (APZ). The Navy announced in May, 1989, that the results of the 1985 Aircraft Noise Survey for Point Mugu were flawed and that City and other planning agencies should not base land use plans on the CNEL boundaries contained in the 1985 report. The Aircraft Noise Survey Update is not expected to be completed until Summer 1990.

The results of the Navy studies will impact the City's and other planning agencies' planning decisions for properties surrounding the Point Mugu facility. In the case of the Ormond Beach area, the GPAC's recommended land use alternative was directly influenced by the location of the 65 dB(A) CNEL boundary established in the Navy's 1985 Aircraft Noise Survey. The survey update will directly influence the City's future decisions on urban uses in the Ormond Beach area.

15. Oxnard Airport Master Plan

The adopted Master Plan for the Oxnard Airport (administered by the County of Ventura) consists of an Airport Layout Plan, Capital Improvement Program, and Airport Noise Control and Land Use Compatibility study (ANCLUC). The Airport Layout Plan and Capital Improvement Program were developed in accordance with policies adopted by the Board of Supervisors during July 1982, which provide in part that:

- "1. The County's role in providing air transportation is limited to meeting the general aviation and commuter service needs of the citizens of Ventura County.
- "2. The development of the Oxnard and Camarillo Airports should be limited to meeting the forecasted needs of general aviation through the year 1995 in a manner that will complement each other, optimize the use of present airport land, maximize safety, assure financial feasibility, and minimize the negative environmental effects on the surrounding communities.
- "3. The current terminal facilities at Oxnard Airport should be maximized (not expanded) to accommodate the future needs of a commuter service and abandon any further study for providing facilities to accommodate scheduled jet services at either airport."

The conclusion of the final ANCLUC report regarding the noise impacts of aircraft utilizing Oxnard Airport is that:

"[O]nly 2 acres of land use (residential) are considered incompatible, because they are included within the CNEL 65 noise contour. The residential uses on these 2 acres became non-conforming under State Noise Law in 1986. In addition to the 2 acres, another 5 acres of residential land use is of concern, because of its proximity to the Airport. For future reference, the 2 acres of residential property may be deleted from the CNEL 65 contour by the end of the study period (1998) or sooner, if quieter aircraft continue to comprise an increasing percentage of the fleet mix."

The California Division of Aeronautics Noise Standards require that land use be compatible within a certain CNEL contour for airports. One objective of this standard is to create an urban development pattern in which all the land included within the criterion CNEL contour is devoted to either airport or non-sensitive land uses as defined in the standards. If the land uses surrounding the airport do not comply with the standards, the airport operator is required to obtain a variance from the state to continue airport operations. As of January 1, 1986, incompatible land uses are not permitted within the airport's 65 dB(A) CNEL contour.

The land use designations included in the Land Use Element of the 2020 General Plan do not permit any additional incompatible uses within the 65 dB(A) CNEL noise contours. The 2020 General Plan also requires abatement of existing non-conforming uses.

LOCAL GENERAL PLANS AND COASTAL PLANS

This section discusses local general plans and coastal plans in relation to the City of Oxnard 2020 General Plan.

A. Local General Plans

There are four local jurisdictions that have adopted general plans that are relevant to planning in the City of Oxnard. These are the County of

Ventura, the City of Port Hueneme, the City of San Buenaventura and the City of Camarillo.

1. County of Ventura General Plan

The Ventura County General Plan, revised as of May 24, 1988, identifies urban areas designated for continued development as "Growth Areas" and identifies other urban, and rural open space, agricultural and institutional areas where additional development is not slated as "Non-Growth Areas." The Oxnard Growth Area generally consists of the area within the City's Sphere of Influence with the exception of the El Rio, Nyeland Acres, Strickland Acres and unincorporated beach communities (Channel Islands Beach Community Services District). The excepted areas constitute the Oxnard Non-Growth Area.

Based upon a review of both the draft and adopted versions of the Ventura County General Plan, there are concerns as to various aspects of the plan's 2010 Regional Road Network and its associated policies. Two proposed roads are of particular concern to Oxnard. One of these roads is an extension of Telephone Road from its terminus at Olivas Park Drive in the City of Ventura to Gonzales Road in an area that is within the proposed addition to the three sides by the Oxnard Sphere of Influence and is also designated for Agricultural use and as a potential greenbelt area. This proposed road would necessitate a new bridge across the Santa Clara River in the area between Harbor Boulevard and Victoria Avenue in the northwest portion of the Planning Area. The other proposed road would be an extension of Kimball Road in the City of Ventura southerly across the Santa Clara River and then traversing the community of El Rio, and terminating at Del Norte Boulevard located to the east of Nyeland Acres. This proposal is consistent with the circulation element in the City of San Buenaventura's Comprehensive Plan (see discussion below). This proposed road would also necessitate a new bridge across the Santa Clara River and could severely impact the amount of traffic carried on Vineyard Avenue in Oxnard as well as into El Rio and Nyeland Acres. The Kimball

Road river crossing is not an essential element of the Oxnard circulation network nor is the Telephone Road river crossing.

The traffic analysis upon which the County based its general plan and draft Environmental Impact Report incorporates outdated or incorrect data. The model assumed that the City of Oxnard would fully build out all of the zoned and planned areas in the City's Sphere of Influence, including the entire Northeast Industrial Area, by the year 2010. This assumption is not consistent with the 2020 General Plan.

The Ventura County General Plan and EIR provide policies to encourage reduced auto trips by its residents. These policies include the specific Transportation Control Measures of the Draft Air Quality Management Plan. These reductions, however, are not reflected in the traffic model, which results in an overstatement of future traffic demands and road facility needs.

While the Ventura County Circulation Element reflects an attempt to improve coordinate transportation planning with the City of Oxnard, it is incomplete. The identification of Rice Avenue as the future State Route 1 is consistent with Oxnard policy and reflects the cooperative efforts by the City, the County, and Caltrans to solve the future traffic needs of the east Oxnard area. The County plan, however, neglected to include the construction of Del Norte Boulevard as an arterial and the extension of Colonia and Gonzales Roads from Rice Avenue eastward to Del Norte.

The Ventura County General Plan opposes new development in cities unless the cities provide funding for developing new roads and/or widening existing roads between the cities. It should be noted that, for many years, cities bore the impacts of unincorporated developments in the County without any cost-sharing by the County. For example, the City of Oxnard's streets are significantly impacted by development in the Silver Strand, Hollywood Beach and Channel Islands Harbor areas because all new and/or intensified development in those areas increase demands on City arterials. Development in the El Rio and Nyeland Acres areas, as well as

any other development approved in the County adjacent to the City, would also have an impact on the City's arterial system and freeway interchanges. In light of these considerations, policies should be adopted by the County and all cities to comprehensively address a mutual program for funding impacted roadways.

The City recommends that any City/County funding program for intercity road improvements be developed within an equitable framework. The City also recommends that the County Public Works Agency (PWA) coordinate with the County Planning Division, local cities and Caltrans to develop a program to fund improvements needed to the County Regional Road Network that includes all sources of funding available to both the County and the cities for road building purposes.

2. City of Port Hueneme General Plan

The City of Port Hueneme is bordered on three sides by the City of Oxnard. Its current population is 21,242. The U.S. Navy Construction Battalion Center occupies a 1650 acre site that comprises almost half the area of Port Hueneme. The northern portion of Port Hueneme, north of Channel Islands Boulevard between Victoria Avenue and Ventura Road, is designated for local neighborhood and general commercial uses and high, medium, and low density residential land use in its general plan. The Oxnard 2020 General Plan designates the adjacent area in Oxnard as neighborhood commercial, and medium and low density residential. The area south of Channel Islands Boulevard, north of Pleasant Valley Road and east of Ventura Road within Port Hueneme is designated predominantly low density residential. The land use designations in the adjacent areas within the City of Oxnard are identical. The Port Hueneme General Plan designates the area south of Pleasant Valley Road, north of Hueneme Road, as medium density residential. The 2020 General Plan designates the adjacent land uses within Oxnard as medium and high density residential and visitor serving and convenience commercial. The area within Port Hueneme along Victoria Avenue, south of Channel Islands Boulevard, is comprised of the naval base and unincorporated County areas. In sum,

the Oxnard 2020 General Plan is compatible with the land use designations of the City of Port Hueneme General Plan.

Access to and from Port Hueneme is provided by two major north-south arterials, Victoria Avenue and Ventura Road. Major east-west access routes include Channel Islands Boulevard, Pleasant Valley Road and Hueneme Road. Development in Oxnard under the 2020 General Plan would not affect the level of service (LOS) for these streets; they would remain at LOS "C" because the roads have been or are currently being widened and are operating below capacity. The recent development of commercial and residential areas in Port Hueneme north of Channel Islands Boulevard will impact Victoria Avenue and Channel Islands Boulevard and cause some increase in trip generations. Ventura Road, south of Channel Islands Boulevard, has experienced some redevelopment within Port Hueneme which has increased local traffic. Pleasant Valley Road, with the exception of the intersection at Ventura Road, transverses areas that are predominantly residential; the road is not anticipated to require additional widening. Hueneme Road provides direct access to Route 1. It has been fully widened through Port Hueneme to Saviers Road within the City of Oxnard and will be further widened and improved as adjacent development occurs east of Saviers Road.

3. City of San Buenaventura Comprehensive Plan

On August 28, 1989, the City Council of San Buenaventura (Ventura) approved an update of the city's Comprehensive Plan that is intended to guide development through the year 2010. The projected future population levels in the Comprehensive Plan are 102,000 for the year 2000 (105,000 if additional water supplies are obtained) and 115,000 for the year 2010. The city's population on January 1, 1990 was 92,254. The Ventura Comprehensive Plan also encourages the establishment of a greenbelt north of the Santa Clara River and south of the river in the northwest portion of the Oxnard Planning Area.

The City of Oxnard has expressed its concerns to Ventura regarding the capacity of the freeway and arterial road network that serves Oxnard and Ventura, specifically the proposal to extend Kimball Road in Ventura southerly across the Santa Clara River to tie into Vineyard Avenue in Oxnard. Such an extension may have benefits to the residents of Ventura, but would not be an essential facility in the Oxnard circulation network. It is thus not identified in the Oxnard 2020 General Plan Circulation Element. Because the cities of Ventura and Oxnard are physically separated by the Santa Clara River, both cities are currently working together to increase the capacity of the Ventura Freeway bridge over the Santa Clara River and to improve traffic circulation between the two cities.

4. City of Camarillo General Plan

The Camarillo General Plan allocates residential, commercial, industrial, public, and agricultural land uses for the 11,700 acres of incorporated territory east of the City of Oxnard. The city's current population is 50,043. The Camarillo Area of Interest, which borders the Oxnard Area of Interest, covers 48,105 acres. Camarillo's General Plan provides for multiple residential densities (from one home on 60 acres to 25 homes on 1 acre); a "land bank" to save industrial property; the maintenance of a rural atmosphere; and the encouragement of diversification rather than duplication of retail and other commercial land uses.

The City of Oxnard is connected to the City of Camarillo by Route 101, which serves the Oxnard Plain as the major east-west route and is also a major State highway for north and south traffic along the coast. The Camarillo General Plan does not directly affect Oxnard because Oxnard and Camarillo are not contiguous. However, the City Councils of both cities and the Ventura County Board of Supervisors have adopted an agreement that establishes a permanent greenbelt of over 27,000 acres of open space between Oxnard and Camarillo, which serves to create a buffer between urban land uses in the two cities.

B. Local Coastal Plans

The California Coastal Act of 1976 (Public Resources Code Sections 30000 et seq.) requires each local jurisdiction lying in whole or in part within the Coastal Zone to prepare a local coastal program (LCP) for that portion of the Coastal Zone lying within its jurisdiction. The LCP must be certified by the Coastal Commission. Likewise, amendments to the LCP must be submitted to the Coastal Commission for review and certification.

Oxnard's certified LCP consists of two separate documents, a Coastal Land Use Plan (LUP) and implementation program (coastal zoning regulations and zoning maps) -- which govern land use within the Coastal Zone. Although the LUP is considered an element of the 2020 General Plan, the LUP and implementation program are a discrete planning program. Although the land use designations on the Land Use Element Map (**Figure V-2**) and the information presented in the Open Space/Conservation Element are consistent with the LCP, the LUP and implementation program should be consulted for specific land use designations and policies.

Portions of the Oxnard Planning Area are adjacent to the Coastal Zone boundaries of two neighboring cities, Port Hueneme and Ventura, and the County of Ventura, all of which have each adopted LCPs. The following discussion addresses consistency among the respective LCPs with respect to four issue areas within the Oxnard Coastal Zone.

1. Santa Clara River

The Santa Clara River, located at the northern edge of the McGrath/Mandalay Beach area, is the natural boundary between the City of San Buenaventura and the City of Oxnard. The river and the adjacent unincorporated property within the Coastal Zone are within the County of Ventura's jurisdiction and are designated for recreation open space and agricultural use. The City of Oxnard's 2020 General Plan and Coastal Land Use Plan designate the area between West Fifth Street and the Santa Clara River for resource protection, park, and public utility energy

facility use. The nearby areas within the City of San Buenaventura are designated for recreation and open space uses. Thus, the Oxnard 2020 General Plan and LCP are compatible with the land use designations of these adjacent jurisdictions.

2. Mandalay Bay

Mandalay Bay is a low density residential area located in the Oxnard Shores area north of Channel Islands Boulevard and west of Victoria Avenue. The land use designations in the City of Port Hueneme LCP for the area north of Channel Islands Boulevard and east of Victoria Avenue are neighborhood and general commercial and high density residential. These land use designations are compatible with adjacent land uses designated under the Oxnard 2020 General Plan and LCP. These land use designations allow both cities the opportunity to achieve the stated goals and policies of their respective general and coastal plans.

3. Channel Islands Harbor

The Channel Islands area is located south of Channel Islands Boulevard and west of the U.S. Navy Construction Battalion Center and includes the unincorporated areas of Hollywood Beach and Silver Strand, in addition to Channel Island Harbor. The harbor itself is located south of Channel Islands Boulevard and west of Victoria Avenue. The harbor area is covered by Oxnard's LCP and by the County of Ventura's General Plan (which serves as its LCP) and Public Works Plan.

The Oxnard 2020 General Plan and Oxnard LCP designate the harbor area for harbor-related visitor serving commercial, high density residential, industrial--priority to coastal-dependent uses, and parks. The County of Ventura Public Works Plan governs uses in the harbor area. These include visitor serving boating and non-boating uses, residential, boating-dependent industrial, commercial fishing and visitor serving harbor-oriented land uses. These uses are consistent with the Oxnard 2020 General Plan and LCP.

The high density residential and open space land use designations of both Hollywood Beach and Silver Strand in the County of Ventura General Plan are also consistent with the Oxnard 2020 General Plan and LCP. Although the several small commercial designations within the County's General Plan for the unincorporated beach area are not reflected in the City's LCP, there is no real conflict because the City assigns land use designations to this area that are more inclusive than the County's.

4. Ormond Beach

The Ormond Beach area, in the southern portion of Oxnard, is adjacent to the City of Port Hueneme. It includes unincorporated land both within and outside the Coastal Zone boundary and the City's 1981 Sphere of Influence. It is generally located south of Hueneme Road and northwest of Point Mugu NAS. The Oxnard 2020 General Plan and LUP designate the area within the Coastal Zone as industrial--priority to coastal-dependent uses, coastal recreation, resource protection, and public utility/energy facility.

The City of Port Hueneme's General Plan serves as its LCP. The Coastal Zone is located generally south of Hueneme Road and west of the Oxnard city limits. Land use designations on its land use map, which includes areas within and outside the Coastal Zone, are coastal-related industrial, high-density residential, parks and open space.

For the area south of Hueneme Road and immediately east of the Port Hueneme city limit, the City of Oxnard land use designations are industrial--priority to coastal-dependent uses, visitor serving commercial, and parks. These land use designations are compatible with those of Port Hueneme, except for a portion of a residential area of Port Hueneme which is adjacent to the City of Oxnard Wastewater Treatment Plant. The plant was originally constructed in 1956 and has continued to expand its facilities to include processing of wastewater from the Navy Construction Battalion Base, Point Mugu NAS, and the cities of Port Hueneme and Oxnard.

These conflicting land uses have been co-existing since 1975 when the City of Port Hueneme developed the residential area adjacent to its own industrial area. Through the use of the latest technology to reduce noise and control odor, the potential conflict between residential and industrial uses has been reduced.

The unincorporated area within the City's Sphere of Influence in the Ormond Beach area is designated for agricultural use by the County's General Plan. The County General Plan designation of agriculture for these areas is modified by the Urban Reserve Overlay that indicates these areas are within the City of Oxnard's Sphere of Influence and are subject to annexation to the City as development occurs. The remaining unincorporated area outside the 1981 Sphere of Influence is designated as Open Space-Agricultural in both the 2020 General Plan and the County of Ventura's General Plan.



IV. Growth Management

IV. GROWTH MANAGEMENT ELEMENT

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IV. GROWTH MANAGEMENT ELEMENT

INTRODUCTION

The goals and policies expressed in this 2020 General Plan represent a blueprint for the development of the City through the year 2020. Along with the designation and allocation of land uses, a fundamental goal of the 2020 General Plan is to establish balanced growth for the City of Oxnard. Key to achieving this goal are policies and programs that provide for the orderly phasing of development in terms of both timing and location.

Growth management is an essential component of contemporary community planning. Communities throughout Southern California must balance resources and community values against ever increasing demands from a growing regional population. In Ventura County growth management programs are supported by the goals of several regional planning programs and policies, including the Air Quality Management Plan and the Guidelines for Orderly Development.

Although the Growth Management Element is an optional element of the 2020 General Plan, it has equal status with the elements that are required by State law. This element is in fact a composite of several elements of the 2020 General Plan, particularly Land Use, Circulation, Housing, and Economic Development, in terms of managing the growth which is planned for Oxnard. In addition, the Growth Management Element provides another yardstick by which to measure the consistency of specific development projects with the 2020 General Plan.

SETTING

A. The Need For Effective Growth Management

Although state planning law requires cities to adopt plans that are long-range in scope, increasingly general plans are also expected to regulate short-term growth and development.

This 2020 General Plan provides for a 30-year buildout of the City by establishing appropriate land use designations and policies that define the City's "holding capacity" - the ultimate size of the community if all land uses shown on the Land Use Map (Figure V-5) were to be built. At the same time, it also provides for anticipated growth and public facilities and service needs for successive five-year periods over the life of the plan.^{1/} From a planning viewpoint, these shorter time-frames are more realistic because trends and assumptions are less likely to change significantly. Moreover, short-term planning fosters better implementation because planning efforts can be directed on a more focused and immediate set of tasks, which are defined against the background of the full anticipated buildout.

^{1/}This information is found primarily in the Circulation Element, the Public Facilities Element, the Parks and Recreation Element, and the Housing Element.

Still, a successful plan must be more than merely a set of static short-range and long-range goals, it must create a dynamic approach to the important quality of life issues facing the City. In a changing world, set standards cannot deal effectively with the different types of growth and their different infrastructure and service demands. What is needed is a way to continuously measure the actual impact of development and to regulate further development accordingly. To accomplish these tasks, this Growth Management Element establishes a Growth Management and Monitoring Program with these key features:

1. The creation and implementation of Five-Year Development Plans to assure a desirable balance between short-term growth and infrastructure within the context of the broader long-term goals the 2020 General Plan must serve.
2. A Project Consistency Review Program which provides a detailed, performance-based approach for incorporating phasing, infrastructure, fiscal and jobs/housing balance requirements in specific project approvals based on the performance standards that are established in the Five-Year Development Plans.
3. The institution of a Development Monitoring System to monitor growth on a project-by-project basis using a detailed database to enable the City to track (i) actual cumulative impacts on the infrastructure systems from all developments, and (ii) actual impacts from individual projects.
4. Frequent review and adjustment of the Five-Year Development Plan and the performance standards to create the sensitivity required for effective planning and regulation.

This comprehensive program links residential, commercial and industrial development directly to the availability and capacity of public services and facilities. This program requires that the public facilities necessary to serve all new development be in place at the time of need.

B. Population, Housing and Employment Trends

The key components of this Growth Management and Monitoring Program are the City's population, housing and employment projections through the year 2020. The population projection is based on the number of additional residents that could be accommodated by future residential development

that is consistent with the Land Use Element. Future employment estimates are based on projected commercial and industrial land uses.

The estimated population (as of January 1989) within the City's Sphere of Influence is 127,721 with a total of approximately 41,857 housing units (see **Table IV-1**). As illustrated in **Table IV-1**, buildout of the 2020 General Plan would significantly increase both population and housing. By the year 2020, there could be 164,936 persons and the housing stock could increase to 54,319 dwellings.

Table IV-2 provides projections for major non-residential development for the same time period. This data can be used to estimate future employment opportunities within Oxnard. Using the land use categories contained in **Table IV-2**, **Table IV-3** summarizes the potential changes in employment during the planning period. By the year 2020, there could be 115,452 jobs.

In summary, buildout of the 2020 General Plan could add a total of approximately 37,215 persons, 12,462 dwellings, and 73,324 jobs to existing conditions. These forecasts are estimates based on recent development trends, and allocations related to master planned and other approved projects; they represent a current "best guess" as to future development and are subject to change in light of actual experience.

Although the 2020 General Plan provides for the eventual construction of the public infrastructure necessary to accommodate this growth, the pace of residential, commercial and industrial development should be metered to avoid the potential growth inducing impacts of overly rapid development. Managing growth is vital to ensuring orderly development over the entire 30-year planning period and to achieving other City objectives, including maintaining adequate, affordable housing, achieving an appropriate jobs/housing balance, maintaining fiscal integrity and providing quality public services and facilities for the residents of Oxnard. These issues are each discussed below.

TABLE IV-1
PROJECTED POPULATION AND HOUSING (1989 - 2020)

<u>Category</u>	<u>DU's.</u> ^{1/}	<u>Persons/ DU's</u>	<u>Estimated Population</u>
<u>1989</u>			
1. Residential - Low Density (SFD) ^{2/}	24,062	3.7	89,029
2. Residential - Medium Density (SFA) ^{3/}	1,176	2.7	3,175
3. Residential - Medium/High Density	4,926	2.7	13,300
4. Apartments	8,850	1.9	16,815
5. Elderly Apartments	-0-	1.9	-0-
6. Mobile Homes	<u>2,843</u>	1.9	<u>5,402</u>
Total	41,857		127,721
<u>2020</u>			
1. Residential - Low Density (SFD)	28,695	3.7	106,172
2. Residential - Medium Density (SFA)	6,785	2.7	18,319
3. Residential - Medium/High Density	5,813	2.7	15,695
4. Apartments	9,356	1.9	17,776
5. Elderly Apartments	475	1.9	903
6. Mobile Homes	<u>3,195</u>	1.9	<u>6,071</u>
Total	54,319		164,936

^{1/} DU's = Dwelling Units

^{2/} SFD = Single Family Detached

^{3/} SFA = Single Family Attached

TABLE IV-2
COMPARATIVE NON-RESIDENTIAL LAND USE SUMMARY

<u>Land Use Category</u>	<u>1989</u>	<u>2020</u>
Office 1,000 sq. ft.	1,572	5,727
Retail 1,000 sq. ft.	4,944	9,535
Food 1,000 sq. ft.	273	483
Hotel Rooms	1,241	2,524
Business Park 1,000 sq. ft.	-0-	10,226
Light Ind. 1,000 sq. ft.	7,588	36,423
Industry 1,000 sq. ft.	4,938	5,008

Source: 2020 General Plan Technical Appendix - Land Use and Trip Generation Summaries.

TABLE IV-3
PROJECTED JOB GENERATION BY LAND USE

<u>Land Use Category</u>	<u>1989</u>	<u>2020</u>
Office 1:250 sq. ft.	6,288	22,908
Retail 1:450 sq. ft.	10,987	21,189
Food 1:333 sq. ft.	819	1,450
Hotel .8 per Room	993	2,019
Business Park 1:400 sq. ft.	0	25,565
Light Ind. 1:1500 sq. ft.	5,059	24,282
Industry 1:1240 sq. ft.	3,982	4,039
<hr/>		
SUBTOTALS	28,128	101,452
Miscellaneous ^{1/}	14,000	14,000
<hr/>		
TOTAL JOBS	42,128	115,452

^{1/} Projected increases in this category are included in above categories.

C. Housing

This Growth Management Element is intended complement and support the policies in the Housing Element to encourage a variety of housing types to meet the City's needs. In accordance with state law, the Housing Element provides an assessment of the City's existing and projected housing needs for all income levels, including the City's share of the regional housing needs. The 1988 Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments (SCAG) indicates that for Oxnard to accommodate its share of the expected regional growth, approximately 3,926 housing units will need to be provided over the period 1989-1994. (See **Table XIII-8** in the Housing Element.) This determination has been incorporated into the City's quantified objectives for new housing construction over the next five-year period.

State law requires the City to revise its Housing Element every five years. In some cases, the total housing need may exceed available resources and the City's ability to satisfy this need in light of other state planning law requirements. Under these circumstances, the quantified objectives need not be identical to the existing housing needs, but should establish the maximum number of housing units that can be constructed, rehabilitated and conserved over a five-year time frame. Government Code Section 65583(b).

D. Jobs/Housing Balance

The Southern California Association of Governments (SCAG), the Environmental Protection Agency (EPA), and the Ventura County Air Pollution Control District (APCD) have all identified the imbalance between the location of housing and the location of employment opportunities as contributing to a variety of adverse environmental and social impacts. These impacts include increased air pollution, energy consumption, traffic congestion, and commuting times between home and work. By providing a balance between jobs and housing in the region, it will be possible to reduce energy consumption, improve traffic conditions, and contribute to

the quality of life. For this reason, the recently adopted SCAG Growth Management Plan^{2/} requires cities to include jobs/housing objectives in their general plans by January 1, 1990.

The growth management policies in this Element are directed at regulating the relative amounts of both job-generating land uses and housing construction to achieve local and sub-regional jobs/housing goals.

The Five-Year Development Plans described below will forecast jobs/housing factors and establish appropriate targets for Oxnard for five year periods over the life of the 2020 General Plan. Annual reports will provide periodic evaluations of compliance with the targets and identify any policy changes necessary to address potential imbalances. The following sections provide background information for assessing the City's jobs/housing balance.

1. Measures of Jobs/Housing Balance

Three different measures or indicators of jobs/housing balance are currently used by local and regional jurisdictions. These indicators are generally presented in ratio-form. They are discussed below.

a. SCAG Jobs/Dwelling Unit Ratio

One measure, adopted by SCAG in its Growth Management Plan, is the ratio between jobs and dwelling units (DUs) within a community. As stated above, as of January 1989, land uses in the City's Sphere of Influence generate approximately 42,128 permanent jobs and include 41,857 dwelling units. Thus, the jobs/dwelling unit ratio for the City is now about 1.01 jobs/DU. However, because this measure does not take into account the number of actual residents, it is not sensitive to changes in

^{2/} See Chapter III (Regional Planning Framework) for a discussion of the SCAG Growth Management Plan.

average household size over time. The current ratio of persons per household for Oxnard is about 3.05.

b. Jobs/Population Ratio

Another measure of jobs/housing balance used by SCAG and the County is the percentage of available jobs compared to population. For the Oxnard Sphere of Influence, this percentage is currently 33%. This measure does not, however, account for the actual percentage of potential employees in the population. For Oxnard, this figure is about 57% of area population.

c. Jobs/Employee Ratio

The third indicator of the jobs/housing balance in a community is to compare the number of jobs generated by approved land uses (42,128) with the actual number of employees living in the community. This latter number can be estimated by multiplying the number of housing units by 1.75, the average number of workers per household for the City, as determined by the Department of Finance (DoF) and the Economic Development Department (EDD). The result is about 73,249 employees. Using this measure there are .58 jobs per employee in the City (or 1.74 resident employees for every available job). Under balanced conditions, a ratio approaching 1.00 would be expected. In other words, there are now about 31,121 more resident employees in the City than there are jobs.

d. Summary

In summary, the current jobs/housing situation in the City can be expressed as: (1) 1.01 jobs/DU, (2) .33 jobs/person, and (3) .58 job/employee. (See Table IV-4.) These three measures can be related to each other as shown on the following page:

$$\begin{array}{lcl} \text{Equation 1:} & \frac{(1) \text{ 1.01 jobs/DU}}{(A) \text{ 3.05 persons/DU}} & = \text{.33 job/person} \quad (2) \end{array}$$

$$\begin{array}{lcl} \text{Equation 2:} & \frac{(2) \text{ .33 job/person}}{(B) \text{ .57 employee/person}} & = \text{.58 job/employee} \quad (3) \end{array}$$

$$\begin{array}{lcl} \text{Equation 3:} & (3) \text{ .58 job/employee} & = \frac{1.01 \text{ jobs/DU}}{1.75 \text{ employees/DU}} \quad (1) \quad (C) \end{array}$$

Assuming the City maintains (A) an average person per household ratio of 3.05, (B) an employment rate of 57% and (C) a worker per household ratio of 1.75, the "ideal" job/housing targets for the City would be: (1) 1.75 jobs/DU, (2) .57 job/person, and (3) 1.00 job/employee. Thus, all of the measures of jobs/housing balance suggest that the City currently is in a job-poor/housing-rich condition.

In establishing appropriate policies to achieve the desired goal of providing jobs and housing for all available workers and their families, though, it is important to consider carefully the effect of changes over time in household size, the employment rate and the workers/household rate. Otherwise, unintended consequences, such as overcrowding or overbuilding, may result.

In addition to producing the proper amount of housing, however, it is also important to encourage the appropriate mix of housing types (e.g., single family, apartments, handicapped) to accommodate the family and income characteristics of the City's workforce. SCAG's Growth Management Plan encourages the adoption of implementation measures which would promote a match between an area's price of housing and the household income of those who work there, "to assure not only a numerical match between jobs and housing but also an economic match in terms of type of jobs and housing."

2. Future Citywide Jobs/Housing Balance

Table IV-4 summarizes the City's projected population, housing and employment levels for the years 2000, 2010 and 2020. It also presents jobs/housing balance ratios based on the various methods of measurement discussed above.

By the year 2010, the SCAG target year, based on the housing data set forth in **Table IV-1** and assuming a constant 1.75 employee per household figure for the City (based on DoF and EDD data), planned residential land uses would generate a total of approximately 50,165 housing units and 87,788 resident employees within the City's Sphere of Influence. Planned employment generating land uses could create about 91,010 jobs or about 3,222 more jobs than resident employees.

By the horizon year (2020), buildout of all planned residential land uses would generate a total of approximately 54,319 housing units and 95,058 resident employees within the City's Sphere of Influence. Employment generating land uses could create about 115,452 jobs. Comparing the total projected number of jobs generated by the 2020 General Plan land uses (115,452), and the projected number of employees living in the City's Sphere of Influence (95,058) suggests that there could be about 20,394 more jobs than employees by the year 2020.

To summarize, on a citywide basis, with buildout under the 2020 General Plan, the present 1.01 jobs/dwelling unit ratio would reach 2.12, the jobs/employee ratio would rise from .58 to 1.21, while the jobs/population ratio would increase from 33% to 70%. Each of these measures show the City going from a relatively job-poor situation at present, to a fairly-balanced condition by 2010, and then to a slightly job-rich condition by the year 2020, assuming buildout of all planned land uses. It is important to remember that these projections are merely estimates, and could be affected by changes in family size, employment rates and job types.

TABLE IV-4
POPULATION, HOUSING, JOBS AND EMPLOYEE SUMMARY

	<u>1989</u>	<u>2000^e</u>	<u>2010^e</u>	<u>2020</u>
Population	127,721	140,126	152,531	164,936
Dwelling Units	41,857	46,011	50,165	54,319
Jobs	42,128	66,569	91,010	115,452
Employees ^a	73,249	80,519	87,788	95,058
<hr/>				
Jobs/Dwelling Units ^b	1.01	1.45	1.81	2.12
Jobs/Employees ^c	.58	.83	1.04	1.21
Jobs/Population ^d	.33	.47	.60	.70

^a/ Resident employees derived by applying 1.75 worker/household ratio.

^b/ Balance = 1.75 Jobs/Dwelling Unit

^c/ Balance = 1.00 Job/Employee

^d/ Balance = .57 Jobs/Person

^e/ Straight line approximation from 1989 to 2020

More importantly, however, both the County and SCAG have noted that while the jobs/housing issue needs to be addressed on the local level, effective jobs/housing balance measures must be implemented and aimed at achieving goals on a subregional level. SCAG, in its Growth Management Plan, specifically recognizes that in order to improve the region's transportation system and air quality, balance is needed at the subregional scale; balance at the smaller city-scale, in most cases, is not necessary. The next section discusses how the City's projected jobs/housing figures relate to SCAG's overall goals for the subregion.

3. Jobs/Housing Balance -- Subregional Perspective

The SCAG Growth Management Plan Baseline Projection shows that as of 1984, the Oxnard/Ventura subregion^{3/} had a population of 370,600 and generated 158,600 jobs with 129,600 housing units for a jobs/dwelling unit ratio of 1.22. According to SCAG, a balanced subregion is technically defined as having an employment to housing ratio matching that of the Southern California region -- 1.27 in 1984 and 1.22 in 2010. Job-rich subregions have ratios greater than the regional average and housing-rich subregions have ratios lower than the regional average. Using the SCAG criteria, the Oxnard/Ventura subregion is presently in a slightly "job-poor" condition.

The SCAG Growth Management Plan establishes jobs, housing and population performance goals for the year 2010 for the Oxnard/Ventura subregion as follows:

- o jobs increase by 76,400 to a total of 235,000 jobs
- o housing increases by 62,300 to a total of 191,900 housing units
- o population increases by 140,000 to a total of 510,600 persons.

^{3/}The Oxnard/Ventura subregion includes the cities of Oxnard, Camarillo, Ventura, Port Hueneme, Santa Paula, Ojai and Fillmore and unincorporated County areas (see **Figure IV-1**).



GENERAL PLAN

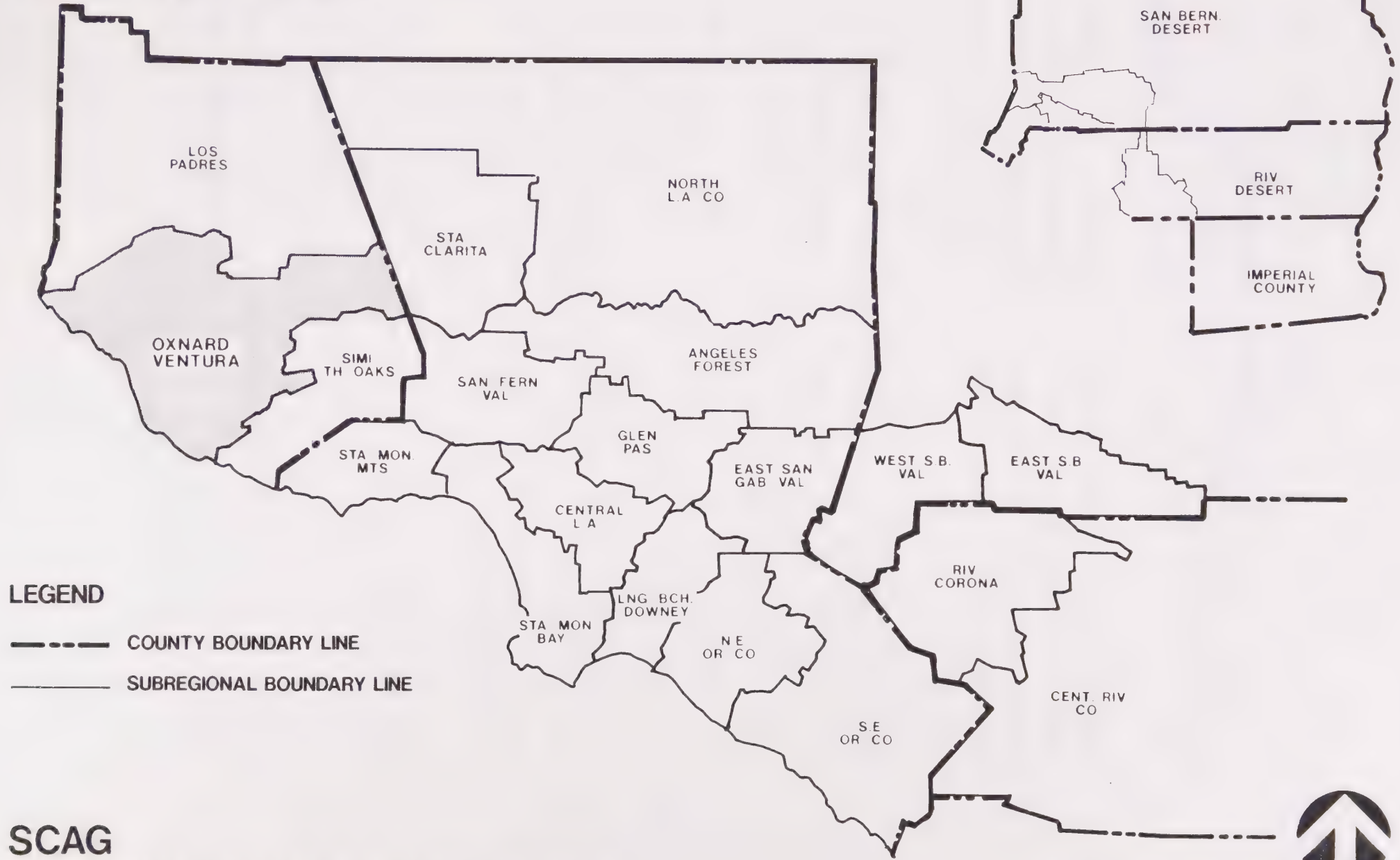


Figure : IV-1



TABLE IV-5
OXNARD/VENTURA SUBREGION
2010 JOBS, HOUSING, POPULATION TOTALS

	<u>JOBS</u>	<u>HOUSING</u>	<u>POPULATION</u>
Oxnard	91,010	50,165	152,531
Camarillo	25,818	26,402	63,808
Ventura	62,422	55,901	128,307
Port Hueneme	20,511	15,400	38,422
Santa Paula	6,644	10,655	28,167
Ojai	3,000	3,299	8,052
County	33,500	38,200	104,250
Subregion Total	242,905	200,022	523,537
<hr/>			
SCAG Target	235,000	191,900	510,600

By adding the projected 2020 General Plan jobs, housing and population projections for the year 2010 to those of other general plans for the cities and unincorporated county areas in the subregion, it is possible to measure consistency with this objective. **Table IV-5** presents the results of these calculations.

The general plans within the subregion include population projections totalling 523,537 persons, or about 12,937 more than the SCAG subregion goal. Thus, although the City's population projection is substantially lower than the 1987 SCAG projection (203,082), buildout of all current general plans in the subregion together could result in a population exceeding the SCAG Growth Management Plan projections. The total potential jobs (242,905) and total planned housing units (200,022) would also exceed the SCAG forecasts.

The SCAG Growth Management Plan states, however, that the central determinant of balance is the actual jobs/dwelling unit ratio rather than the overall numerical totals. SCAG has established a goal for the Oxnard/Ventura subregion of 1.22 jobs per household (235,000 jobs/191,900 households).

The projected 2010 subregional ratio is 1.214 jobs per household (242,905 jobs/200,022 households), which nearly matches the SCAG target. Thus, although the local general plans generate slightly higher jobs and housing totals than the SCAG forecasts, it appears that the overall subregion will be in balance by the year 2010.

The SCAG Growth Management Plan also establishes jobs/dwelling unit "performance" ratios which are computed on added jobs and added dwelling units in a subregion from 1984 to 2010. For the Oxnard/Ventura subregion this figure is 1.23. The projected performance ratio based on the current general plans is closer to 1.20 (84,305 jobs/70,422 households).

SCAG recognizes that cities and counties can approve projects that cause a subregion to exceed its numerical job and dwelling unit forecasts if:

1. The performance goals and incremental jobs/dwelling unit ratios are maintained and growth does not exceed the area's infrastructure capacity, and
2. Mitigation measures ensuring (i) housing/economic development, or (ii) balance promoting infrastructure improvements such as new schools or underground utility lines, as appropriate, are met.

Thus, as long as a subregion adds jobs and housing at the indicated ratio and satisfies the above criteria, it is considered to be contributing to the overall regional balance.

Finally, it should be noted the policies in SCAG Growth Management Plan and the 1989 South Coast Air Quality Management Plan (AQMP) for the Los Angeles basin explicitly recognize the growing importance of two wage-earner households in determining "jobs/housing" balance. These same

conditions exist to a great degree in Ventura County. For Ventura County as a whole, the employee per household ratio has increased from 1.26 in 1980 to 1.60 in 1989 which suggests that the SCAG jobs/dwelling unit target may be too low. In other words, it may underestimate the need for jobs in the subregion, and overestimate the need for housing.

E. Public Services and Facilities

Buildout of the 2020 General Plan will require a substantial commitment of public resources to supply the necessary infrastructure and services, such as roads, sewers, waste disposal, police and fire protection, etc. The major projected facility and service requirements for the 30-year planning period are discussed in the Circulation, Public Facilities, Parks and Recreation and Housing Elements. Nevertheless, effective growth management must also recognize the different constraints posed by the various infrastructure systems. The impact of some factors, such as waste treatment capacities, will primarily affect the overall level of possible development while others, such as roadway level of service, will have greater influence on the timing and location of particular developments. Accordingly, the criteria for judging project consistency with development standards should reflect these differences.

F. Fiscal Impacts

In addition to achieving a balance between jobs and housing opportunities and providing adequate infrastructure, the City also needs to maintain a favorable position regarding the revenues generated to the City by new and existing development (through property and sales taxes and other fees) and the expenses for public services associated with that development.

The Five-Year Development Plans will evaluate the forecasted land use mix, provide an estimate of development-related revenues and costs and recommend how to achieve a positive revenue position with respect to existing and new development.

FINDINGS

1. Buildout of the 2020 General Plan could add 12,462 dwelling units, 73,324 jobs and 37,215 persons.
2. The City is currently in a job-poor condition; with implementation of the 2020 General Plan the City of Oxnard would be in a fairly balanced condition by the year 2010; it could be job-rich by the horizon year (2020).
3. The subregion appears to achieve a jobs/housing balance by the SCAG target year (2010).
4. Changes in worker/household ratios, employment rates, and family size could affect the jobs/housing balance.
5. Planned infrastructure improvements are adequate to serve future development but will need to be timed to coincide with actual need.
6. The City will need to balance the impact of future development with fiscal constraints.

DEVELOPMENT POLICIES

A. Goals

1. Sensible urban growth based on the ability to provide the necessary governmental services and municipal utilities.
2. Maintain the quality of life desired by the residents of Oxnard.
3. Orderly growth and development that is consistent over the life of the 2020 General Plan.

B. Objectives

1. Insure that public services and facilities are in place at the time of need or prior to the time new development occurs.
2. Insure that new development avoids or fully mitigates impacts on air quality, traffic congestion, noise and resource protection.
3. Monitor the pace of growth and development throughout the City to assure achievement of the goals and policies of this 2020 General Plan.

4. Maintain the City's fiscal integrity and insure that revenues generated by the new development are sufficient to offset City costs.
5. Create an appropriate balance between urban development and preservation of agricultural uses within the Planning Area.
6. Insure that areas annexed to the City share equitably in the costs of all necessary municipal improvements.

C. Principles

Certain growth management principles can guide orderly development. In the long run, these may determine the ultimate size and shape of the City. In the interim, these principles can also guide development and timing of specific projects. These principles include the following:

1. Complete urban land use patterns by "rounding out" boundaries of residential neighborhoods and commercial or industrial areas and by "filling in" empty areas between existing developments.
2. Permit development that can be served by existing utilities, transportation and service systems.
3. Provide logical service areas for existing and planned public facilities such as secondary and elementary schools, fire stations, branch libraries, community centers, and community and neighborhood parks.
4. Avoid overloading existing urban service systems.
5. Provide necessary infrastructure and public services to address the needs generated by new development.
6. Consider "jobs/housing" objectives within appropriately defined planning timeframes.
8. Consider the special timing needs of large-scale development that require substantial infrastructure investments at an early stage in their development process.

D. Policies

The Growth Management Element policies consist of two general categories:

- o Development/Non-development Areas
- o Growth Management and Monitoring Program.

The first category basically defines "where" long-term development will occur within the City's Planning Area. The second category defines "how" and "when" development will proceed, including the coordination of specific projects and the provision of necessary public facilities and services. Both categories are discussed below.

1. Development/Non-Development Areas

This category of policies involves (1) potential changes in the City's 1981 Sphere of Influence boundary to accommodate new development, (2) expansion of the City's greenbelts to preserve agricultural lands, and (3) annexations policies. These are each discussed below.

a. Sphere of Influence Boundary

In Ventura County the main function of Spheres of Influence is to identify the probable ultimate physical boundaries of cities and special districts, and to thereby assign responsibility for providing urban services. While the Sphere of Influence boundaries are intended to serve as a long-term guideline, they are subject to change. For example, when the Ventura County LAFCO adopted the City's Sphere of Influence on September 15, 1981, it also approved the following recommendation:

"As the City General Plan or the Countywide Planning Program are revised, the Sphere of Influence Plan should be re-examined."

The 2020 General Plan establishes two "Potential Sphere Expansion Areas" that the City will subsequently consider recommending to LAFCO for

inclusion in its Sphere of Influence. The areas are shown on **Figure III-1**. They have been identified for the following reasons:

1. To "round out" the land use adjacent to an existing mobile home park.
2. To facilitate the construction of a new mobile home park.

The proposed Sphere of Influence would generally correspond to the City's 1981 Sphere of Influence. It would, however, also include the area north and west of the Oxnard Pacific Mobile Home Park, and the area south of Ocean View Junior High School.

Annexation of these areas shall be recommended to LAFCO if an adequate infrastructure phasing plan and fiscal program is proposed to and adopted by the City.

b. Greenbelt Agreements

The Land Use Map (**Figure V-5**) designates areas in the northwest and southeast portions of the Planning Area for permanent agricultural uses. In order to maintain existing agricultural uses and to prevent the encroachment of non-agricultural uses the City will consider including these areas in greenbelt agreements as follows:

1. The City, in cooperation with the City of Camarillo and County of Ventura, will evaluate extending the Oxnard/Camarillo Greenbelt south of State Route 1 to include the areas outside the current Sphere of Influence boundary
2. Following a decision by the CSU site selection committee on the location for a new campus, the City in cooperation with the City of San Buenaventura and the County of Ventura will evaluate the creation of an Oxnard/Ventura Greenbelt. Such a greenbelt would include all agriculture and open space areas in the northwest portion of the City's Planning Area west of Victoria Avenue and north of Wooley Road to the Southern Pacific Railroad in the Ventura Area of Interest.

See **Figure VII-6** in the Open Space/Conservation Element.

c. Annexation of Unincorporated Areas

Coordinated treatment by the City and County of development outside the City's corporate boundaries is necessary if the City's development policies outlined above are to be carried out. The following policies, which correspond closely with existing annexation policies and the Guidelines for Orderly Development as adopted by LAFCO, will apply to annexation requests under the 2020 General Plan:

(1) Annexation Within The Sphere of Influence

Urban development is permitted (consistent with the phasing policies described below) in areas located within the proposed Sphere of Influence and prohibited in unincorporated areas outside the Sphere of Influence. The County should discourage applications for development or urban uses in unincorporated areas, and direct such applications to the City.

(a) Annexation of Urbanized Areas

Urbanized unincorporated areas within the Sphere of Influence that already receive urban services and/or can readily be provided with urban services will be annexed when possible. These areas will be pre-zoned.

Special analysis will be made to determine the necessary upgrading required in connection with annexation and to insure that sufficient territory is included in the annexation to make the correction of basic deficiencies possible. Except as specifically authorized by the City Council, City utility services will not be provided without annexation.

(b) Annexation of Non-urbanized Areas

The annexation of undeveloped areas within the Sphere of Influence will be given full consideration if an adequate infrastructure plan and fiscal program is proposed to and adopted by the City.

(2) Annexation Connection Fees and "Buy-in" Charges

All areas (both within private and public ownership) annexed to the City, are responsible for paying all fees connected with such annexation. The City will consider a "buy in" charge based on a pro-rata share of the costs of all necessary municipal improvements.

2. Growth Management and Monitoring Program

In order to manage future growth in the City, several major policy considerations must be incorporated into a "pro-active" management program that is integrated with future specific plan/project review. These policy considerations involve fiscal, social and environmental aspects of long-term development that affect the form and content of life in the City of Oxnard.

Experience shows that the most effective controls exerted by cities are those that involve specific plan/project approval in line with well established and, insofar as possible, objectively defined guidelines.

The object of the specific plan/project approval process is not to simply ensure some subjective or architectural standards but to make sure that infrastructure keeps pace with individual projects. To make this work, a good monitoring system is required. Simple rules or formulas as to the adequacy of traffic, water, sewer or other infrastructure are inadequate in a changing technological environment.

Accordingly, the combination of clearly defined standards, specific plan/project approval and objectively based monitoring is critical.

Therefore, the City's second category of growth management policies are aimed at establishing an appropriate pace of development and involve developing a Growth Management and Monitoring Program, consisting of three components: (1) a Five-Year Development Plan, (2) a Project Consistency Review process containing a Capital Facilities and Public

Services Impact Evaluation, and (3) an annual Development Monitoring System. These are each discussed below.

a. Five-Year Development Plan

The City's growth management program begins with the "Five Year Development Plan." A five year planning period has been selected to: take into account (a) the influence of economic factors (e.g., interest rates, state of the national economy) on both housing and employment-generating development projects, (b) circulation and other infrastructure phasing considerations that influence the timing of development and (c) the possibility that other public policy considerations may override specific objectives on a short-term basis. In addition, the five year timeframe can be correlated with state mandated revisions to the Housing Element. The first Five-Year Development Plan will cover the period 1991-1995.

The purpose of the Five-Year Development Plan is to establish targets for housing (market and non-market rate), commercial and industrial development within the 5-year planning period and to set forth detailed performance criteria to guide individual project/specific plan approvals based on these targets. Although the mix of individual projects may change, the overall targets should not be exceeded during the planning period. The overall level of development permitted in any one Five-Year Development Plan may be as much as 25% of the total buildout permitted under this 2020 General Plan, provided, however the amount permitted in subsequent periods shall be adjusted to ensure that full buildout is phased over the entire 30-year planning period. This policy shall be administered in such a way as not to impede or impair the City's ability to meet its quantified housing goals and objectives as required to be contained in the Housing Element. Retail commercial development shall be exempted from the above limitation until such time as the City achieves sales tax parity with other communities in the County. In developing the five-year targets any excess retail development should be balanced by a corresponding reduction in non-sales tax generating industrial, business and research park and other commercial uses so that the overall limit is preserved.

The following sections elaborate on the specific growth management policies to be incorporated into the Five-Year Development Plan.

(1) Development Phasing

The Five-Year Development Plans and Project Consistency Reports (described below) shall reflect the following development phasing priorities.

(a) Residential In-Fill and Specific Plan Projects

Numerous vacant parcels exist within areas of the City that are adequately served by public utilities and services. Development of these areas would result in a more continuous and compact City form and would reduce the need to expand current services. Accordingly, it is City policy to encourage development of these parcels prior to committing City resources to undeveloped areas.

Several major undeveloped areas in the City of Oxnard are subject to the preparation and adoption of specific plans before development is permitted. These residential Specific Plan Areas are:

- o Teal Club Road
- o Northeast Community
- o Ormond Beach.

The specific plans for these areas (and any other areas designated in the future as Specific Plan Areas by the City Council) will provide further detail on the implementation of the goals and policies of the 2020 General Plan. In addition to other requirements, each specific plan shall incorporate a phasing program for provision of infrastructure and community facilities and a schedule of development for the areas subject to the specific plan which shall address phasing of all types of land uses within the Specific Plan Area.

Accordingly, in order to control the timing of residential development, the following phasing priorities are established for the development areas of the 2020 General Plan.

Phase 1: First priority for development is assigned to those areas necessary to "round out" or "fill in" the boundaries of existing partially developed neighborhoods and infill properties and for which public services are already present or can be readily provided at the expense of the developer.

Phase 2: Second priority is assigned to Specific Plan Areas for which the infrastructure has been or will be planned on a master plan or assessment district basis. Development should not be permitted in these areas until building permits have been issued for 75% of the units in Phase 1 areas and Phase 1 areas have achieved a Level of Service on affected roadways as called for in the Circulation Element. Utilities and services are to be planned to accommodate a logical, sequential and orderly pattern of development. The development of Phase 2 areas will be concurrent with the construction of improvements required to support the designated Level of Service at those intersections impacted by the development. Preference shall be given to development which meets the above criteria and which also provides a needed or desired land use resource within the City.

Phase 3: Third priority is assigned to all or portions of Specific Plan Areas which due to their size or other factors require special planning consideration. Phase 3 areas may be considered for development after 1995 upon an evaluation of the buildout of Phase 2 areas; however, Phase 3 areas which are contiguous to Phase 2 designations may be considered for development upon issuance of building permits for 75% of the Phase 2 area within that specific plan.

The specific plans for areas with a 2/3 identification on the phasing map shall include a comprehensive long-range phasing program and phasing map to implement the growth management goals and policies of this section and to identify the portions of such Specific Plan Areas which are in the Second and Third priorities, respectively.



GENERAL PLAN

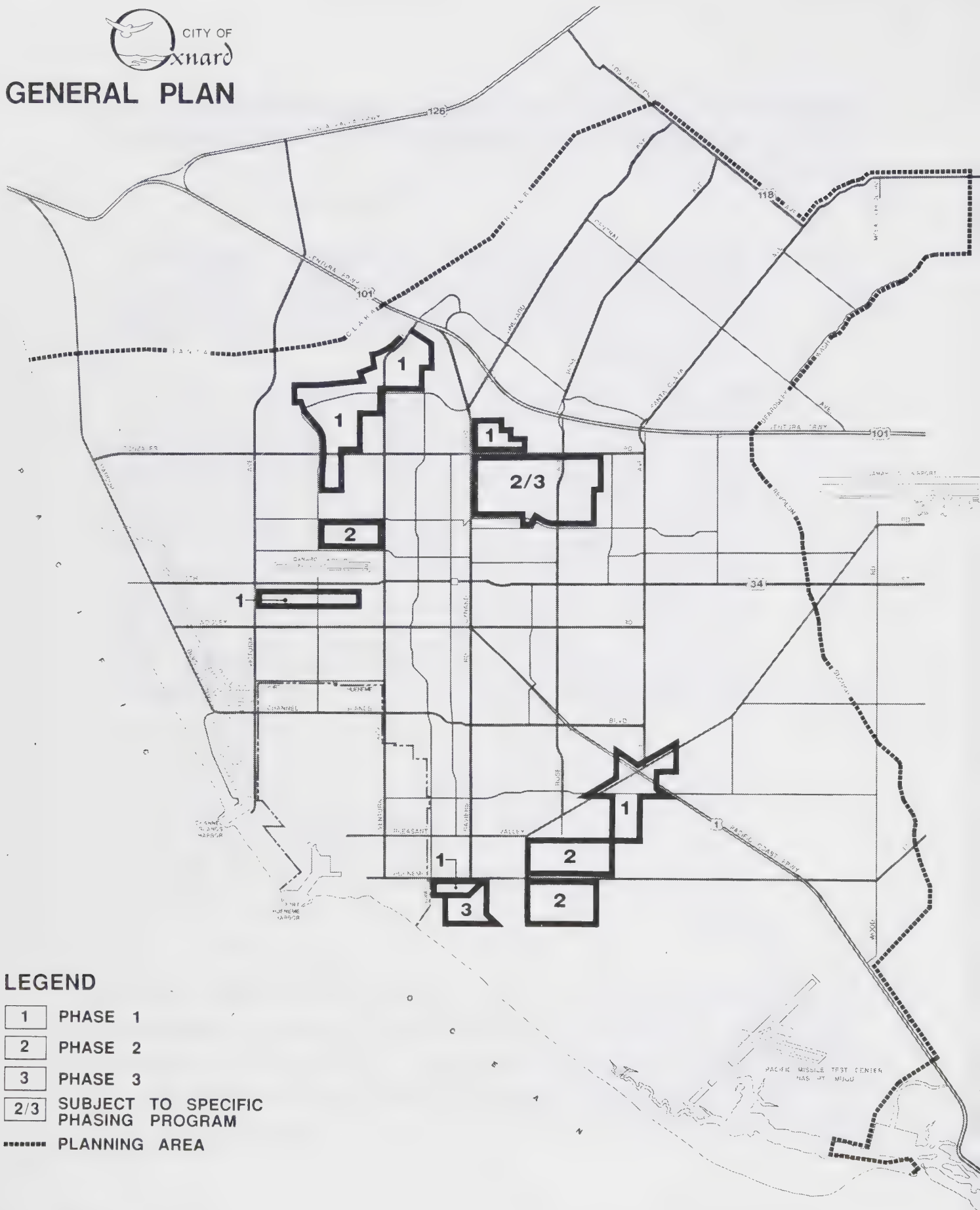


Figure : IV-2



Figure IV-2 illustrates the initial Residential Phasing Plan for the City. This plan will be subject to review and possible revision in connection with the City's review of the annual reports provided by the Development Monitoring System (described below).

(b) Commercial/Industrial Development

Within the past five years, several major master planned developments have been approved with comprehensive mitigation measures to address the provision of adequate public services and infrastructure. These developments include NIAD, Oxnard Town Center Specific Plan, Rose-Santa Clara Corridor Specific Plan and Channel Island Business Center. Given the comprehensive review of these developments and their inclusion in the City's Circulation System Improvements Fee program, it is City policy to encourage the development of those areas as approved, subject to jobs/housing balance considerations.

Future planned commercial/industrial projects include the Wagon Wheel Specific Plan Area and the Sakioka Property Specific Plan Area, both of which will be required to include an infrastructure phasing program consistent with the City growth management policies in their respective specific plans.

(2) Housing

The City shall ensure that sufficient residential development opportunities are allocated on a five-year basis within the framework of the phasing program to realize the Housing Element's goal of providing a diversity of housing types meeting the need generated by the planned commercial and industrial growth. Specifically, each Five-Year Development Plan shall reflect the quantified objectives set forth in the then current Housing Element policies, including providing for the City's share of the regional housing need. Approval or development of market rate housing may be delayed unless reasonable progress has been made to achieve the Housing Element's affordable and special needs housing objectives.

(3) Jobs/Housing Balance Assessment

In order to respond to regional air quality planning considerations and to reduce traffic congestion impacts that may result from jobs/housing imbalance, the City will apply jobs/housing balance considerations in developing the five-year targets for housing, commercial and industrial development. Jobs/housing balance objectives shall be based on an assessment of both citywide and sub-regional jobs/housing conditions. It is City policy that future development within Oxnard provide sufficient job and housing opportunities to serve the needs and skills of the local work force, in such a manner that the subregion achieves the SCAG and AQMP the jobs/housing balance objective for the year 2010 (currently set at 1.22 jobs per dwelling unit). The following will be undertaken to support this determination:

1. The City shall conduct studies/surveys of Oxnard's built environment to validate the 2020 General Plan population, housing and employment growth estimates. The studies/surveys should quantify actual employment generation rates, land use and demographic characteristics, occupancy rates, household size, employment rates, wage-earners per household, commuting patterns and other factors that influence jobs/housing balance.
2. The City shall analyze the subregion's existing, approved and proposed residential, commercial and industrial projects in relation to jobs/housing factors including the average household size, employment rate, and ratio of wage-earners per household.
3. On an annual basis, the City shall monitor future development with respect to:
 - o City and subregional employment trends, including existing, approved and proposed commercial and industrial projects
 - o City and subregional housing trends, including existing, approved and proposed dwelling units
 - o City and subregional population trends.

Project Consistency Reports shall reflect the five-year jobs/housing balance objective once it is finalized by the City. The City shall participate in efforts to coordinate strategies to meet sub-regional housing, employment and jobs/housing balance objectives.

(4) Infrastructure and Public Services

It is the City's intent that public facilities and services needed to support development be available concurrent with the impacts of such development. To this end, public facilities and services should be phased, or the development should be phased, so that the facilities and services necessitated by that development coincide with demands generated by such development. To ensure this concurrency, the following minimum requirements are adopted for all private development projects to be constructed in the City:

1. The necessary facilities and services to mitigate cumulative impacts on any local or regional facilities or infrastructure are in place at the time a development permit is issued, or
2. The necessary facilities and services are under construction at the time a permit is issued, or
3. A development permit is issued subject to condition that the necessary facilities and services will be in place when the impacts of the development occur, or
4. The necessary facilities and services are guaranteed, in an enforceable development agreement, to be in place when the impacts of the development occur.

In order to determine consistency with these minimum requirements on a project-by-project basis, the Five-Year Development Plan should set forth a schedule of capital improvements which (1) meet the requirements of this 2020 General Plan, and (2) are necessary to serve the new development projected for the 5-year period covered, and to eliminate those existing deficiencies identified in the 2020 General Plan which are a priority to be eliminated during the 5-year period. The schedule should include:

- o General location of facilities
- o When facilities and services will be needed, including where appropriate, the estimated date of commencement of actual construction and the estimated date of project completion
- o Estimated public facility and service costs

- o Projected revenue sources to fund the facilities and services
- o Standards to ensure availability of public facilities and services and their adequacy, including acceptable levels of service. The term "level of service" means the extent or degree of service provided by a facility based on and related to the operational characteristics of the facility. The adopted level of service should be expressed as the capacity per unit of demand for each public facility and service.

The Five-Year Development Plan should further provide a realistic, financially feasible funding system, based on currently available and reasonably anticipated funding sources, adequate to serve the anticipated level of development.

Project Consistency Reports will reflect these five-year infrastructure improvement plans. A plan amendment will be required to eliminate, defer or delay construction which is needed to maintain the adopted level of service standard.

The following is a description of the City infrastructure and public services programs that will be reviewed in determining the Five-Year Development Plan targets for housing, commercial and industrial development.

(a) Circulation

The 2020 General Plan Circulation Element identifies required transportation improvements for buildout conditions and level of service standards for roads and intersections. Each Five-Year Development plan will identify required transportation improvements to reflect the projected five-year development consistent with these standards. The City requires the payment of a Circulation System Improvement Fee (CSIF) for all new development. The CSIF program will be updated immediately following adoption of this General Plan to take account of the circulation improvements specified in the Circulation Element.

(b) Wastewater

The Five-Year Development Plans will identify wastewater service requirements by different types of development. The City presently requires the payment of wastewater development fees to offset capital improvements funding needs for these services. The fees for these purposes will be updated at the same time as the above-referenced update for the CSIF program.

(c) Water Supply

The Five-Year Development Plan shall take into account the water supply and distribution system and identify needed water supply, storage and distribution system requirements as well as water conservation and water resources management strategies. Water system fees will also be reviewed.

(d) Flood Control/Storm Drain

Flood control systems will also be evaluated with reference to the five-year development projections based on the standards in the 2020 General Plan Public Facilities Element and the Master Plan of Drainage. In addition to on-site improvements, development projects are required to participate in the payment of storm drain system improvement fees. These fees shall be updated in the same manner as water and wastewater fees.

(e) Solid Waste Facilities

The Five-Year Development Plan shall address the status of solid waste facilities necessary to serve the direct and cumulative impacts of the projected development based on the 2020 General Plan Public Facilities Element. Consideration of solid waste facilities will be incorporated into the Five-Year Development Plan in the same manner as above, and will reflect compliance with CIWMP and other solid waste programs.

(f) Schools

School facility needs as identified in the 2020 General Plan Public Facilities Element and the funding options for such facilities shall be addressed in the context of each Five-Year Development Plan planning timeframe. The program will be coordinated with the local school districts, and include maintenance of school fees collection policies, and dedication of land in conjunction with major developments.

(g) Parks and Recreation

Citywide park needs as identified in the 2020 General Plan Parks and Recreation Element shall be related to each Five-Year Development Plan timeframe. Funding sources, including Quimby Act fees and developer dedications, will be specifically addressed in the Five-Year Development Plan.

(h) Community Facilities

Community facilities needs as identified in the 2020 General Plan Public Facilities Element shall be related to each Five-Year Development Plan planning timeframe. Funding sources related to the City's Six-Year Capital Improvements Program shall be assessed relative to any community facilities needs identified in the Five-Year Development Plan.

(5) City Fiscal Objectives

The City's fiscal objectives related to growth management are:

1. Assure that all development provides for the funding of mitigation measures necessary to address infrastructure and public service needs generated by the particular project and to maintain the level of service established by this 2020 General Plan.
2. Provide, to the extent consistent with other City objectives, that a balance of development is achieved on a five year basis which generates sufficient tax and other revenues to offset the public service costs generated by new

development. Such revenues may include the generation of revenues necessary to establish prudent general fund reserves for the City.

3. Obtain non-local funds, including "fair-share" contributions from jurisdictions with proximate employment centers and unincorporated residential areas, to supplement City revenues to address the provision of infrastructure that serves regional, as well as local needs.
4. Pursue redevelopment efforts to restore blighted areas.

Each Five-Year Development Plan will correlate information regarding each of the above fiscal objectives with City budget projections and the City's Six-Year Capital Improvements Program. Project Consistency Reports will reflect these objectives.

The analysis shall be supported by a fiscal assessment. The appropriate measurement standards used by the City to estimate current and future capacity requirements for capital projects should be included. The assessment should also identify the current status of the existing infrastructure in Oxnard and the likely fiscal impact of the five-year development projections across the entire range of relevant capital facilities. The analysis should also identify the appropriate standards and units associated with each municipal service cost including such items as salaries, supplies, routine maintenance, and annual debt for capital expenses if applicable. Incremental revenue impacts for the residential projects should be broken out by use and by applicable revenue generating standards, for example, sales, property and rental taxes among others. Similar revenue tables should be developed for retail, hotel, office and industrial projects with appropriate categories for each standard of revenue generation.

Finally, the analysis shall allocate capital expenses to each individual project or combination of projects, once identified. The information will be entered on the City's database to evaluate individual project impacts, as discussed below.

b. Project Consistency Reports - Capital Facilities and Public Services Impact Evaluation

Based on the Five-Year Development Plan, the City will establish performance standards for individual project/specific plan review, which will be adopted by Resolution of the City Council.

As a regular practice, each development project requiring discretionary approval and each specific plan will be reviewed for consistency with development standards contained in the Five-Year Development Plan by means of a "Project Consistency Report." The analysis will include, but not be limited to, the density/intensity limits, location within the Sphere of Influence, phasing priorities, contribution to jobs/housing balance, affordable and special housing needs, fiscal impacts and level of service criteria. In addition, applicants may be requested to furnish market information on expected project start-up, completion and absorption (i.e., length of time to sell or occupy). The evaluation shall be completed as part of the environmental impact report and specific plan for undeveloped areas and shall be updated at the time of individual project approval. Projects not within Specific Plan Areas shall be evaluated at the time of specific project consideration.

A "Capital Facilities Impact Evaluation" (CFIE) will be conducted as part of the Project Consistency Report analysis, based on a tiered approach which recognizes that different types of projects have different impacts depending on their location.

In making this consistency determination, the developer may propose and the City may approve developments in stages or phases so that facilities and services needed for each phase will be available in accordance with the adopted standards. As noted above, in the case of projects in areas designated Phase 2/3, a comprehensive phasing program shall be prepared and reviewed prior to development approval.

Through the application of the Project Consistency Reports and Capital Facilities and Public Services Impact Evaluation program, all development

approvals shall be compared against the policies of the 2020 General Plan and the performance standards contained in the Five-Year Development Plan. In this way, the City will be able to assure that new development will provide for the ultimate circulation and other infrastructure and public service support systems required to maintain a satisfactory level of public services in the City and achieve the quality of life standards established by this 2020 General Plan.

c. Development Monitoring System

Finally, this Growth Management Element provides for a Development Monitoring System to enable the City to determine that it is adhering to its adopted level of service standards and the schedule of capital improvements. This program consists of continual monitoring of development impacts by staff and annual review by the Planning Commission and City Council.

Different types of housing and commercial activities have very different demands on the infrastructure. For instance, one kind of retailing may create a night-time rather than a daytime traffic impact. What is needed is an ongoing measurement of what is happening to traffic, water quality, water supplies, adequacy of parks, etc.

This is best achieved by a monitoring system in which both infrastructure needs and infrastructure capacities are closely monitored with respect to the development that is in place and that which is proposed. The monitoring system will provide an estimate of what each new development proposal is likely to do the infrastructure and the extent to which the current infrastructure, with and without planned expansions, is adequate to the meet community needs. Staff will collect data on the actual impact of new and existing development on the City's infrastructure and services. This in turn will allow the City to "fine-tune" its performance standards in light of actual experience.

The monitoring process will also be tied to determinations of project consistency in the review of individual development proposals. For example, if a commercial project is being built in two phases, the level of service requirements on the developer for Phase II can, in part, be made a function of the actual performance levels that are achieved in Phase I. If peak trip volume is lower than expected for instance, the developer may obtain certain relief in terms of excess parking and traffic mitigation.

For larger developments which will eventually have a broad mix of residential and non-residential land uses, a mechanism could be set up by which the release of additional parcels for residential development is, in part, conditioned on the amount of development of non-residential uses (e.g. commercial and industrial), so as to assure that jobs are being created in the community in pace with new housing development.

In both situations, the concept of monitoring actual performance as a gauge to future impositions or exactions is an example of fair and flexible planning that serves the needs of both the City and the developer.

The annual review process by the City Council and the Planning Commission will coincide with the annual budget review and annual update of the Six-Year Capital Improvement Program. Should the overall amount, types or pattern of growth not meet the goals and objectives of the 2020 General Plan as expressed in the Five-Year Development Plan targets, staff would offer several strategies which could be implemented through changes in the Five-Year Development Plan performance standards, or otherwise, to further regulate or restrict growth. These strategies may include different levels of response depending upon the circumstances, however, any potential City response that may be included in this part of the Growth Management and Monitoring Program will be subject to legal analysis so that the actions taken are consistent with State law.

IMPLEMENTATION MEASURES

A. Preparation of the Five-Year Development Plan

To prepare the Five-Year Development Plan, the City will undertake the following six steps:

1. Estimate of Potential Five-Year Development

The City shall first prepare estimates of projected housing, commercial and industrial development over the next five year period. These projections shall be based on City staff estimates, SCAG projections, DOF projections and any other recognized source of growth projections. The analysis will include a description of the existing and planned infrastructure improvements and service levels for the same period.

2. Application of Growth Management Policies to Projections

The City shall compare these estimates with the specific management policies set forth above, including (1) development phasing, (2) housing goals, (3) jobs/housing balance, (4) infrastructure and public services capacities/constraints, and (5) City fiscal objectives. If the projected five-year development conflicts with these policies the City may, to the extent consistent with applicable law, devise alternative growth scenarios, with associated infrastructure and public service systems included within the overall program, which support the City's growth management policies.

3. Publish the Five-Year Development Plan

Based on the foregoing analysis, the City shall formally adopt by resolution a City of Oxnard Five-Year Development Plan specifically identifying targets for housing, commercial and industrial development. (These may reflect development levels different from the initial projections in "1" above).

These targets will provide a planning framework to establish level of service standards for individual project review, as set forth in Section B below, to be included in Five-Year Development Plan.

4. Coordinate the Five-Year Development Plan and the City's Capital Improvement Program

The City shall undertake necessary supporting actions to further the Five-Year Development Plan, including the implementation of infrastructure and public services programs needed to support the desired development, and by establishing or updating City fee programs.

5. Annual Review

The City shall prepare an analysis of the cumulative impacts of all development to assess the extent to which City goals are being met and to consider any needed policy modifications arising from changed circumstances. Information for this review will be provided by the Development Monitoring System described below in Section C. Any specific plan reviewed and approved subsequent to City adoption of the Five-Year Development Plan shall be reflected in an amended Five-Year Development Plan.

6. Five-Year Revision

The City shall conduct an in-depth assessment of the experience of the five-year planning period sufficiently in advance of the conclusion of the five-year period to allow for the reformulation of City goals for the next Five-Year Development Plan.

B. Project Consistency Reports and Capital Facilities and Public Service Impact Evaluation

The City shall adopt an ordinance providing that for all new development projects requiring discretionary approval within the areas identified on

Figure IV-3, the Planning Department will complete a Project Consistency Report containing a Capital Facilities and Public Services Impact Evaluation. The Report will address the project's consistency with specific development policies and standards established by the Five-Year Development Plan, as it may be modified from time to time. The ordinance shall reflect the following:

1. Capital Facilities and Public Services Impact Evaluation Levels

Projects are to be categorized based on their respective levels of development. The three levels of development are as follows:

Level A: Infill development which occurs within the existing urbanized area of the City and which occurs generally on subdivided lots or underutilized properties. In general, this type of development, due to the overall size and scale, would have a minimal impact on existing public services and facilities which, for the most part, already exist to serve such development.

Level B: Development within existing master planned developments, Specific Plan Areas or assessment districts (subject to binding statutory development agreements). An evaluation of this category of projects is necessary to ensure that they achieve the levels of service and quality of life standards established by this 2020 General Plan, which may differ from the standards under which these projects were approved.

Level C: Major undeveloped areas designated by this 2020 General Plan for urbanization during the next 30 years and including significant areas which may otherwise fall into the above categories but which, due to the size, location or unique characteristics of that area, warrant a comprehensive public services and facilities impact evaluation. The following areas would be included in Level C:

- o Northeast Community Specific Plan Area
- o Teal Club Specific Plan Area
- o Ormond Beach Specific Plan Area
- o Sakioka Property Specific Plan Area (part of the Northeast Industrial Area)
- o Wagon Wheel Specific Plan Area
- o Other areas as determined appropriate by the City Council

The initial evaluation levels are depicted graphically on **Figure IV-3**. These may be revised in connection with the annual review of the Five-Year Development Plan.

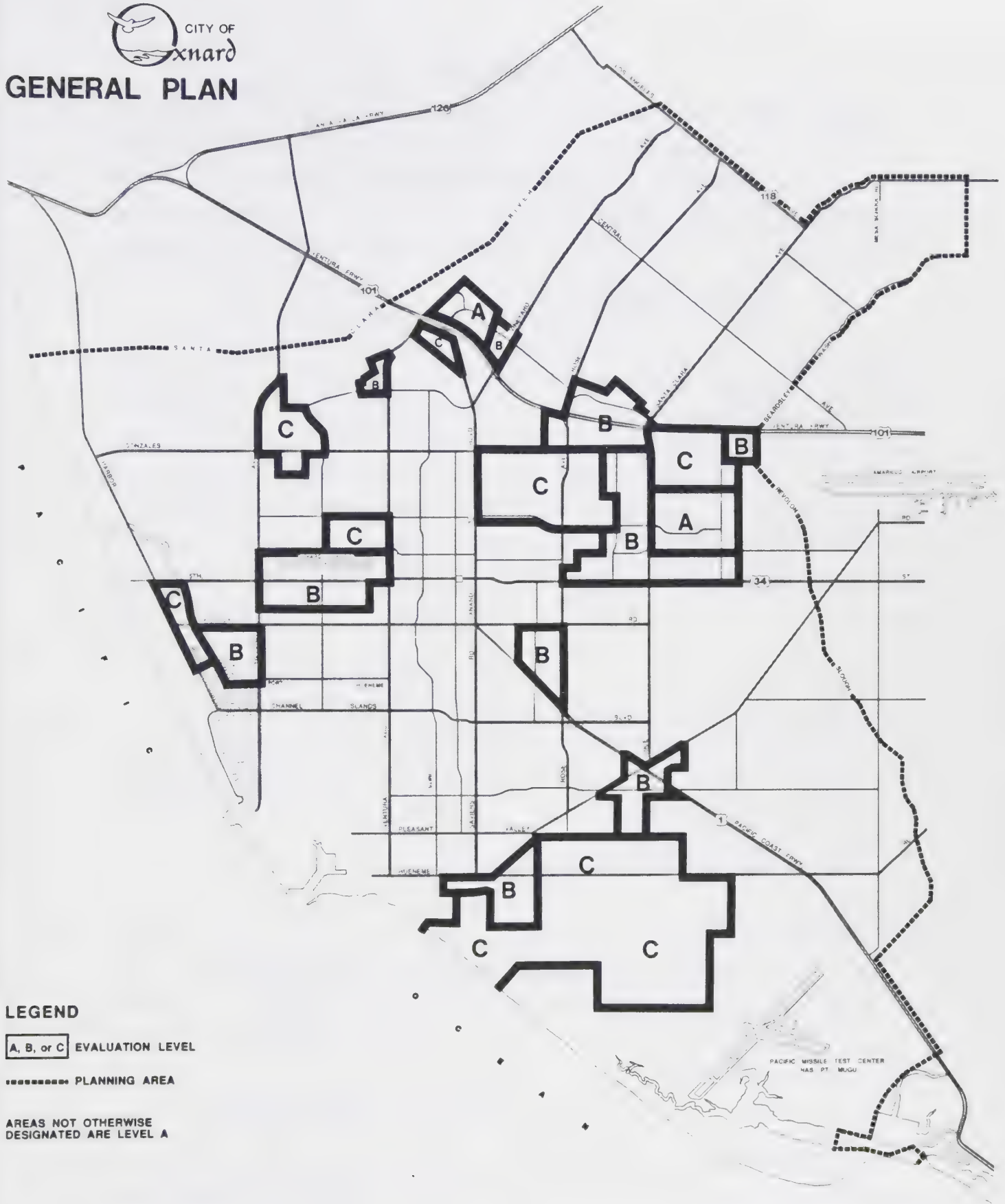
2. Scope of Evaluation

In order to determine the potential impact on public facilities and services and quality of life factors each CFIE shall (1) assess the potential impact of a project, (2) identify mitigation for the impact, (3) determine the timing of capital improvements in order to meet the needs generated by the development, (4) develop a program for the financing of the initial capital improvements as well as the ongoing maintenance and operation of the facilities and funding of ongoing municipal services. The development of a financial impact program shall address the following requirements:

- o New facilities shall be in place prior to or concurrent with the identified need
- o The cost of impact mitigation shall be borne by the development which creates the need for facilities or aggravates an existing problem
- o New development may be required to fully mitigate conditions by means of facility improvements which are not a part of the City's Capital Improvement Program.



GENERAL PLAN



LEGEND

A, B, or C EVALUATION LEVEL

----- PLANNING AREA

AREAS NOT OTHERWISE DESIGNATED ARE LEVEL A

AREA DESIGNATIONS FOR CAPITAL FACILITIES IMPACT EVALUATION LEVELS

Figure : IV-3



TABLE IV-6

CAPITAL FACILITIES AND PUBLIC SERVICES IMPACT EVALUATION FACTORS

CAPITAL FACILITIES EVALUATION FACTORS

C-1. Circulation/Transportation

C-2. Wastewater

- A. Treatment Facilities
- B. Collection System

C-3. Water

- A. Quality
- B. Quantity
- C. Distribution System
 - 1. Capacity
 - 2. Pressure

C-4. Solid Waste Facilities

- A. Waste Generation
- B. Hazardous Materials

C-5. Schools

C-6. Parks

C-7 Public Safety Facilities and Services

- A. Fire
- B. Police

C-8 Community Facilities

- A. Administrative
- B. Community/Service Centers

C-9 Storm Drains

QUALITY OF LIFE EVALUATION FACTORS

Q-1. Jobs/Housing Balance

Q-2. Adequate Housing

Q-3. Air Quality

Q-4. Biological/Resource Protection

Q-5. Development Intensity

3. Impact Evaluation Factors

Table IV-6 lists the public facilities and services performance criteria and quality of life factors which would be evaluated under this program. The specific recommended standards for each 5-year planning period will be included in the Five-Year Development Plans.

4. Planning Commission and Council Review

At the time a project is considered, the Planning Commission and City Council shall evaluate the proposed development to assure that it will conform to the policies of the 2020 General Plan and will provide full ultimate public improvements including streets, sewer, water, and drainage improvements. In order to approve such a proposal, the Commission and Council shall make specific findings by resolution regarding the development's consistency with the performance standards and development targets for that planning period.

C. Development Monitoring System

To provide an on-going status of the Growth Management Program the Community Development Department shall regularly compile reports which will consist of the following:

1. Master List of Development Projects

The City will continue to publish a Master List of Development Projects to track development projects under construction, approved, planned and proposed. The list will be updated at least on a quarterly basis and available to the general public.

2. Annual Report to Planning Commission

On an annual basis the Community Development Department will publish a Development Monitoring Report for presentation to the Planning

Commission. The Report will include statistics, graphics and charts as necessary to depict the recent history of development patterns and short-range forecast of new construction. At a minimum, the Report shall include information on the following:

- o Number of residential units and amount of commercial and industrial development (1) completed in the previous year, and (2) for which planning approvals and building permits were granted in the previous year
- o Number and description of general plan amendments approved or denied in the previous year
- o Annexation/reorganization activity in the previous year
- o Capital improvement programs and funding related to development, particularly in regard to circulation improvements made during the previous year
- o Other transportation improvements and programs underway or proposed in the future
- o Estimated amount of development activity in the current and forthcoming year
- o Jobs/housing balance including:
 - mix of jobs and housing within projects
 - employment concentrations that reduce vehicle travel by locating close to existing residential development
 - ratio of wage earners to households
 - occupancy rates
 - average household size
- o Population added by housing type and a comparison to the 2020 General Plan population projections
- o Estimated increase in vehicle miles traveled and average daily trips during past year
- o Comparison of current residential and non-residential development against the 2020 General Plan build-out
- o Evaluation of housing needs versus worker profile

- o Evaluation of City development impacts on County infrastructure and facilities
- o Progress made on efforts to achieve affordable and special needs housing goals.

The Development Monitoring Report is intended to serve as an "early warning system" to anticipate whether the actual rate of development would exceed the projected growth rates.

3. Interim Reports to City Council

On a periodic basis during the year, the City staff shall provide the City Council with interim summaries of the Development Monitoring Report.

4. Annual Review by City Council

On an annual basis, following Planning Commission review a report will be presented to the City Council consisting of (1) a compilation on the actual rate of development during the past year, (2) anticipated growth during the upcoming year, and (3) a mid-range six-year projection of development. The annual review will be presented as information useful for the budgeting process and periodic updating of the City's Capital Improvements Program.

In addition to being informational, the annual review also may contain policy considerations for the City Council with respect to the Five-Year Development Plan. In the event that the actual impacts from the permitted rate of growth should exceed the projected or assumed impacts, a series of mitigating options will be developed. The purpose of the review function is to ensure that the "development monitoring program" information is used to correlate new development with necessary infrastructure and public services and to assure that other 2020 General Plan objectives are met.



V. Land Use

V. LAND USE ELEMENT

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V. LAND USE ELEMENT

INTRODUCTION

The purpose of the Land Use Element is to establish a pattern for compatible land uses to reflect existing conditions, approved land use, open space areas, and to guide future development. By law, the element must set clear standards for the "density of population" and the "intensity of development" for each proposed land use category. The Land Use Element, which has the broadest scope of the seven required elements, provides a composite discussion of the issues which are addressed in the other elements through text, diagrams and a land use map.

SETTING

The Southern California Association of Governments (SCAG) projects a population for the Oxnard/Ventura subregion by the year 2010 of 523,100.

SCAG has also generated a population forecast which adjusts the sub-regional housing and job growth in order to incorporate the job/housing balance policy. For the year 2010, this adjusted projection is 510,600 for Oxnard/Ventura, or 12,500 fewer persons. Future population growth will create a demand for new residential opportunities. In addition, new businesses and light industry will be moving into the region. The purpose of the Land Use Element is to provide adequate space and public facilities for all these various uses.

A. Existing and Approved Land Uses

The incorporated area of the City of Oxnard consists of 15,730 acres. The City's existing (1981) Sphere of Influence covers about 19,300 acres. The Planning Area contains approximately 46,000 acres. Point Mugu NAS occupies 3,872 acres in the Planning Area; the City of Port Hueneme comprises 2,880 acres.

Existing land uses within the City's 1981 Sphere of Influence are described below. Residential, commercial, hotel industrial and business research park uses are summarized in **Table V-1**^{1/}. Land uses approved as part of Master Planned Developments are discussed below in their appropriate category. The Master Planned projects themselves are described in Section B below.

1. Residential

The majority of Oxnard's developed land consists of residential uses. There are about 8,314 acres devoted to residential uses, which amounts to about 59% of all the developed acreage. As of January 1989, there were about 41,857 residential units located within the City's Sphere of

^{1/}The individual categories are determined by function and do not necessarily correspond to land use or zoning categories which may permit multiple uses.

Influence. (See **Table V-1.**) Most of these units (24,602) are detached single-family dwellings, comprising almost 59% of all residential units.

The Northwest Community Specific Plan provides for 1,710 dwelling units, of which approximately 700 remain to be built. An additional 831 units in the Mandalay Bay Phase IV Specific Plan also remain to be built out of 960 planned units. (See **Table V-2A.**)

Additional housing will be needed to accommodate the growth in job-generating commercial and industrial projects currently under construction or planned. SCAG estimates that at least 3,926 dwelling units will be needed by the year 1995. In addition to scattered infill sites within the City which are suitable for residential development, there are several large vacant and agricultural areas within the Planning Area, both inside and outside the City limits, which have development potential.

2. Commercial

Retailing in Oxnard has historically been dominated by Oxnard Boulevard, which has served as a commercial spine road on its north-south axis through the community. Three major clusters of retail activities can be identified along this major arterial:

- o Oxnard Boulevard/Vineyard Avenue/Route 101 triangle at the northern end of the City
- o Central Business District
- o The southern strip commercial activities stretching along the roads which intersect at the "Five-points" intersection of Oxnard Boulevard, Wooley Road and Saviers Road.

In addition to this historic linear core there are two other significant commercial spine roads which serve as locations for commercial activity, namely Channel Islands Boulevard and Ventura Road. There are currently 6.79 million square feet (MSF) of office, commercial and restaurant development in the City (as of 1/1/89). (See **Table V-1.**)

TABLE V-1
EXISTING LAND USE SUMMARY

<u>LAND USE TYPE</u>	<u>UNITS</u>	<u>TOTAL</u>
<u>Residential</u>		41,857 DU ^{1/}
1. Res - Low (SFD)	24,062 DU	
2. Res - Medium (SFA)	1,176 DU	
3. Res - Medium/High	4,926 DU	
4. Apartments	8,850 DU	
5. Elderly Residential	-0- DU	
6. Mobile Homes	2,843 DU	
<u>Commercial</u>		6,788.03 TSF ^{1/}
7. Office (0-99 TSF)	281.08 TSF	
8. Office (100+ TSF)	653.35 TSF	
9. Government Office	327.50 TSF	
10. Medical Office	309.65 TSF	
11. General Commercial	2,547.41 TSF	
12. Regional Commercial	1,065.80 TSF	
13. Community Commercial	1,110.58 TSF	
14. Nghbrhd. Commercial	133.34 TSF	
15. Convenience Commercial	86.33 TSF	
16. Restaurant	229.08 TSF	
17. Fast-Food Restaurant	43.91 TSF	
<u>Hotel</u>		1,241 ROOMS
18. Motel	441 ROOMS	
19. Hotel	800 ROOMS	
<u>Business Park</u>		-0- TSF
21. Business Park	-0- TSF	
<u>Industrial</u>		12,525.41 TSF
23. Light Ind I (Existing)	6,997.90 TSF	
24. Light Ind II (Future)	590.00 TSF	
25. Industrial	4,937.51 TSF	

^{1/} DU = Dwelling Units

^{2/} DU = Thousand Square Feet

Projects for which an area plan or specific plan have been approved or for which an assessment district has been created will add an additional 4.25 MSF of commercial development over a 30-year period. (See **Table V-2A**). Expected increases in population will require some additional commercial development over and above that already planned or approved.

3. Hotel

There are currently 1,241 hotel/motel rooms in the City. An additional 1,283 are planned as part of approved projects. Hotels and motels are permitted in the General, Regional, Specialized and Visitor Servicing Commercial land use categories.

4. Industrial/Business and Research Park

There are currently 12.53 MSF of industrial uses in the City (as of 1/1/89). (See **Table V-1**.) An additional 22.15 MSF of industrial uses and 8.15 MSF of new business and research park uses are planned within approved area plans or specific plans or as part of established assessment districts. (See **Table V-2A**.)

There are four major industrial areas in the City that have been approved for development: (1) the Channel Islands Business Center, (2) the Northeast Industrial Area, (3) the Oxnard Town Center (business and research park), and (4) the Hueneme Road Industrial Area.

The Channel Islands Business Center is 211 acres in size with a zoning designation of M-L (Limited Manufacturing) and BRP (Business & Research Park). It is expected to generate 3.25 MSF of industrial uses and 750,000 sq. ft. of BRP uses.

The Northeast Industrial Area consists of 1,389 acres with 806 acres designated light industrial and zoned M-1 (Light Manufacturing), 300 acres designated as limited industrial, 245 acres of which are zoned M-L and 45 acres of which are zoned BRP (which is permitted in a limited

manufacturing area), and 280 acres designated business and research park and zoned BRP. Development would generate 18.2 MSF of industrial uses and 6.2 MSF of BRP uses. The NIAD assessment district has been formed to provide funding for the infrastructure improvements necessary to serve this development.

Oxnard Town Center covers 265 acres including 81 acres of land designated for a total of 1.2 MSF of business and research park uses.

The Hueneme Road Industrial Area consists of about 185 acres of property located north and south of Hueneme Road between Edison Drive and the Pacific Ocean. The older developed portions of the Hueneme Road Industrial Area are characterized by heavier industrial uses which are no longer consistent with the City's goals and policies for higher quality and less intensive industrial development. Among the heavier industrial users south of Hueneme Road are a drop forge plant, metal and paper recycling plants, the City of Oxnard Wastewater Treatment Plant, and several chemical plants as well as various types of outdoor storage and assembly uses. An area north and south of Hueneme Road and east of Arcturus Road is designated for and is being developed with higher quality industrial uses including a vehicle preparation facility for BMW Motors. Other vacant properties in the area are zoned for limited and light manufacturing uses. Although not a master planned area, the Hueneme Road Industrial Area, consisting of approximately 185 acres, is covered in part by an assessment district for infrastructure.

5. Utilities

The City-owned Wastewater Treatment Plant is located in the southern portion of the City near Ormond Beach. Located nearby is the Edison Power Plant. A second Edison facility is located near Mandalay Beach, west of the northern end of the Edison Canal.

6. Open Space

The urban form of the City of Oxnard is unique because the boundaries of the City are delineated by open space. The western and southern edges are framed by the Pacific Ocean, the northern edge is bounded by the Santa Clara River, and the northeastern and eastern side is constrained by the Oxnard-Camarillo Greenbelt. The topography of the City is predominantly level to gently sloping, and the eucalyptus/cypress windrows are an important vertical visual element.

The City has three major natural scenic resources: beaches and coastline, inland resource areas, and agricultural areas (discussed below). The beaches and coastline are recognized as Oxnard's primary natural scenic resource. They provide unique views to the offshore Channel Islands and include coastal sand dune land forms south of Fifth Street, south of Wooley Road, and in the Mandalay Beach State Park area.

There are two developed state beaches within the City, McGrath State Beach and Oxnard State Beach plus one undeveloped state beach, Mandalay State Beach. The Ormond Beach dune and wetlands are largely undeveloped with poor access, but they constitute a major scenic resource within the City.

The inland resource areas include the Santa Clara River, northern interior views, agriculture and cypress/eucalyptus windrows. The Santa Clara River and its flood plain form a strong natural boundary to the northern portion of the City. Inland views to the foothills and mountain ranges in the Los Padres National Forest are visible from many of the City's north-south streets, including Oxnard Boulevard, Harbor Boulevard, Victoria Avenue, Patterson Boulevard, Rose Avenue, and Rice Avenue.

Overall there are about 25,000 acres of open space in the Planning Area, much of it in agricultural production. The need to preserve and enhance existing open space while providing for the needs of increased population is covered in detail in the Open Space/Conservation Element.

7. Agricultural Lands

Agricultural areas are found in the northeastern and eastern edges of the City, as well as in large pockets in the northwestern portion of the Planning Area. These areas are green buffers surrounding the developed areas and are marked by tall eucalyptus and cypress windrows. There are currently about 22,600 acres of agricultural land in the Planning Area.

The City is a party to the Oxnard-Camarillo Greenbelt Agreement which covers approximately 27,000 acres located between the two cities. In addition, 3,363 acres in the Planning Area are covered by Williamson Act contracts which help to preserve these areas from urban development. Proposals have been made to locate certain public institutional uses within agricultural areas adjacent to the City which are not covered by the Greenbelt Agreement.

8. Mineral Resources

The City of Oxnard has commercial, mineral, sand and gravel deposits along the Santa Clara River Channel, along Route 101 (Ventura Freeway) and along the eastern edge of the City extending as far west as Oxnard Boulevard. Certain areas are designated MRZ-2 by the State which require policies to preserve access and avoid land use incompatibilities between mining activities and surrounding land uses. (See **Figure VII-8** in the Open Space/Conservation Element.)

The Mineral Resource Management Program, prepared by Ventura County, in compliance with the State Surface Mining and Reclamation Act, has identified the following goals:

- o Mineral lands classified MRZ-2 or designated as areas of statewide or of regional significance should be protected from preclusive and incompatible land uses so that the mineral resources with these lands and areas are available when needed

- o Surface mining within these classified lands and designated areas should be controlled to assure that:
 - Adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition which is readily adaptable for alternative land uses
 - The production and conservation of minerals are encouraged, while giving consideration to recreation, watershed, wildlife, range and forage, aesthetic enjoyment, and other environmental factors
 - Residual hazards to the public health and safety are eliminated.

The Ventura County Mineral Resource Management Plan identifies an initial listing of land use categories which are considered compatible and incompatible with mining activities:

Incompatible: Land uses inherently incompatible with mining and/or which require a high public or private investment in structures, land improvements and landscaping and which would prevent mining because of the higher economic value of the land and its improvements, such as: high density residential, low density residential with high unit value, public facilities, intensive industrial, and commercial.

Compatible: Land uses inherently compatible with mining and/or which require a low public or private investment in structures, land improvements and landscaping and which would allow mining because of the low economic value of the land and its improvements, such as: very low density residential, extensive industrial, recreation, agriculture, silviculture, grazing and open space.

In addition to these mineral resource areas, there are several major oil and gas fields within the Planning Area. (See **Figure VII-9** in the Open/Space Conservation Element.)

9. Parks

Figure XII-1 in the Parks and Recreation Element shows the location of existing and proposed parks. There are currently 706 acres of developed parkland in the City. An additional 229 acres are currently planned.

10. Public Facilities

The City Hall complex is located in the Central Business District as is the post office. An additional post office is currently planned for the Northeast Industrial Area.

The City currently has six fire stations as shown on **Figure VIB-3** in the Public Facilities Element. Projected population increases would require construction of additional stations or relocation of existing stations as described in the Public Facilities Element.

The City currently has two libraries and plans for two more, also shown on **Figure VIB-3**. Finally, an additional hospital is planned and under construction near the intersection of Gonzales and Rose roads.

11. Airport

Oxnard Airport is located in the northwest portion of the City and operates as a commuter service facility. Due to its proximity to residential areas and Oxnard High School, there is a potential for land use conflicts. Current land use in the vicinity of Oxnard Airport include a fire station, residences, churches, and a high school. Consideration is being given to relocating the high school in which case the site could be made available for recreational use.

12. Schools

In addition to the 26 existing elementary, six junior high and three high schools, there is a projected need for five additional elementary schools, two junior high schools and four high schools, at the proposed locations shown on the Schools map (**Figure VIB-2**) in the Public Facilities Element. The City is also served by Oxnard Community College.

13. Solid Waste Disposal Sites

The City currently disposes of 129,000 tons of refuse annually at the Baillard Landfill site located at Gonzales Road and Victoria Avenue. Landfill capacity is six years, but permit expiration may close the facility sooner. Potential alternative sites are all located outside of the Planning Area. The Ventura Regional Sanitation District, which operates the Baillard site, is currently planning for a Regional Materials Recovery Facility to be located somewhere in Ventura County.

B. Master Planned Developments

During the late 1980's, the City embarked upon a planning program which encouraged the preparation of area plans, specific plans, development master plans and assessment districts to provide a guide for orderly development of several large projects. **Table V-2A** shows the impact of these master planned developments in relation to existing land uses and the full build-out of the 2020 General Plan. The following is a brief description of these projects, which are summarized in **Table V-2B**.

1. Area Plans

The City has one adopted area plan -- the Northeast Industrial Area Plan. The Northeast Industrial Area consists of approximately 1,400 acres of property designated for Limited Industrial and Light Industrial uses and Business and Research Park. The properties within this area are forecasted to be developed over a 25-year period beginning in 1985. An assessment district has been formed which provides the major infrastructure to serve this area. This area is located east and west of Rice Avenue between Route 101 and East Fifth Street.

TABLE V-2A
MASTER PLANNED LAND USE COMPARISON

<u>Land Use Category</u>	<u>1989^{1/}</u>	<u>Master Planned^{2/}</u>	<u>2020^{3/}</u>
RESIDENTIAL (DU) ^{4/}	41,857	1,531	54,319
Office (MSF) ^{5/}	1.572	2.14	5.727
Retail (MSF)	4.944	1.60	9.535
Food (MSF)	<u>0.273</u>	<u>.51</u>	<u>0.483</u>
COMMERCIAL (MSF)	6.789	4.25	15.745
HOTEL (rooms)	1,241	1,283	2,524
BUSINESS PARK (MSF)	-0-	8.15	10.226
Light Industrial I (MSF)	6.998	-0-	6.766
Light Industrial II (MSF)	.590	22.15	29.666
Industrial (MSF)	<u>4.938</u>	<u>-0-</u>	<u>5.008</u>
INDUSTRIAL (MSF)	12.525	22.15	41.440

Notes:

^{1/} 1989 = Existing, "on the ground" baseline conditions as of January 1989. (See Table V-1)

^{2/} Master Planned = Projects already approved by the City, but not yet built. (See Table V-2A)

^{3/} See Table V-8A

^{4/} DU = Dwelling Unit

^{5/} MSF = Million Square Feet

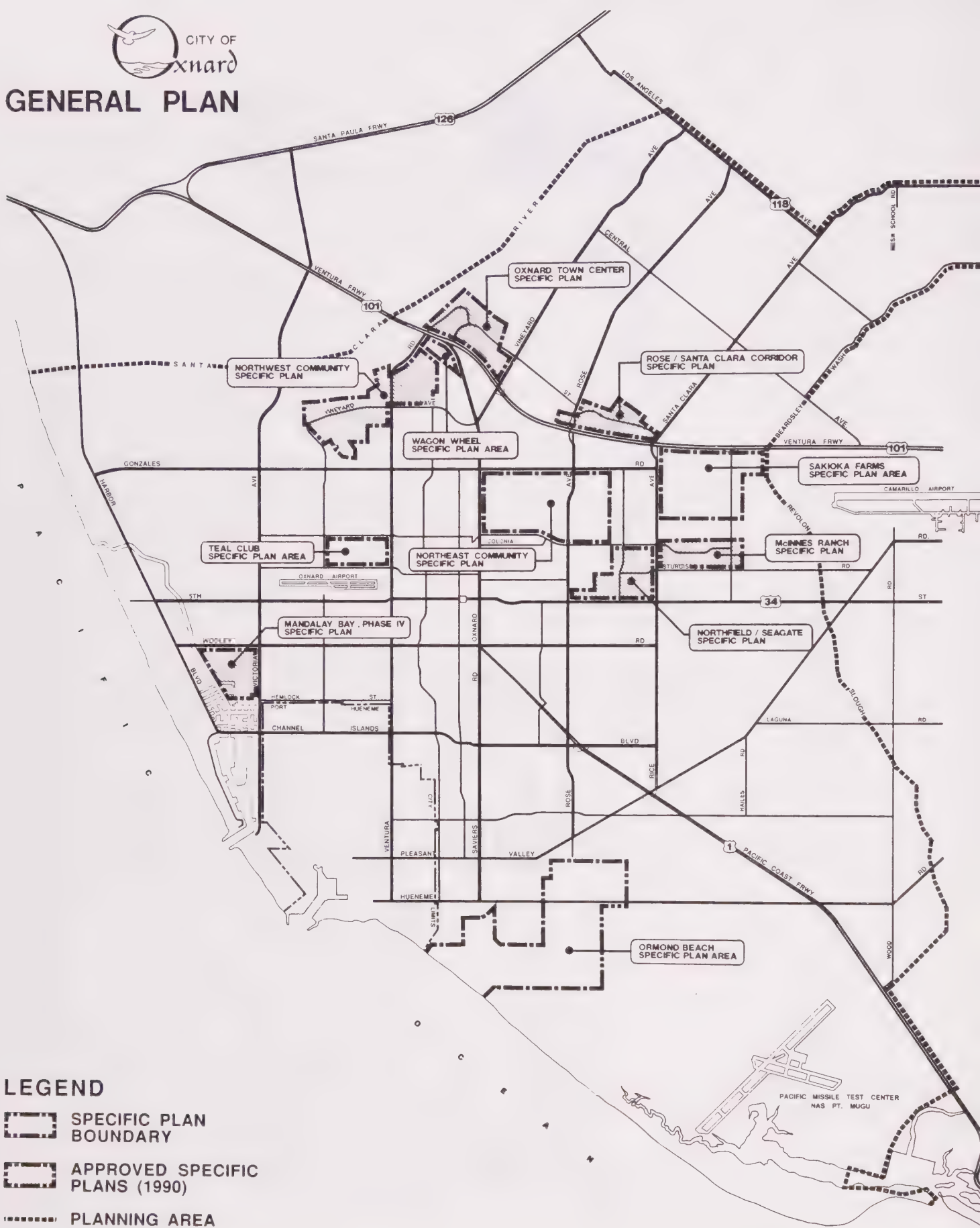
TABLE V-2B
MASTER PLANNED DEVELOPMENTS

<u>Project</u>	<u>Owner</u>	<u>Acreage</u> <u>(acres)</u>	<u>Res.</u> <u>(dus)</u>	<u>Comm</u> <u>(MSF)</u>	<u>Hotel</u> <u>(Rooms)</u>	<u>BRP</u> <u>(MSF)</u>	<u>Ind</u> <u>(MSF)</u>	<u>Date Approved</u>
Northeast Industrial Assessment District Area Plan								6/7/84 (AP)
Sammis Bus. Ctr.	Sammis	65.0				1.7		6/7/88 (TM)
McInnes Ranch Bus. Park SP (DA)	Sammis	236.0				.9	3.0	12/20/88 (SP)
Northfield/Seagate Bus. Park SP	Wilma/Bulmer	252.0				.15	4.0	7/13/84 (SP)
Maulhardt Ind Ctr	Maulhardt	76.0					1.2	9/22/87 (TM)
Friedrich	Friedrich	99.0				.45	1.0	5/24/88 (TM)
Seigal	Seigal	31.0					.5	4/25/89 (TM)
Sakioka	Sakioka	432.0				3.0	5.5	
Procter & Gamble	P & G	143.0					2.0	
Del Norte Bus. Park	Sammis	55.0					1.0	
Subtotal		1,389.0				6.2	18.2	
Rose/Santa Clara Corridor Specific Plan								7/15/88 (SP)
Auto Center (DA)	Continental	70.0		.25				
Del Norte	McLachlan	93.0		.40			.70	
Subtotal		163.0		.65			.70	
Northwest Community Specific Plan								11/27/87 (SP)
River Ridge (DA)	Strathmore/et. al.	263.0	680					6/9/81 (DA)
Country Club (DA)	So Cal Bldrs	41.0	153					11/24/87 (SP)
Calif. (DA)	Kaufman & Broad	69.5	212					11/24/87 (SP)
Wilma Pacific (DA)	Wilma Pacific	45.0	160					11/24/87 (SP)
Oxnard Group (DA)	Oxnard Group	43.0	167					11/24/87 (SP)
St. Tropez (DA)	Cal Comm Bldrs	20.0	83					2/16/88 (DA)
Summerfield (DA)	Std Pacific	78.0	255					7/5/88 (DA)
Comm. Ctr. (DA)	-----	20.0		.20				
Subtotal		579.5	1,710*	.20				
Mandalay Bay Phase IV Specific Plan	Voss/McGrath	220.0	960*	.30	250			7/10/84 (SP)
Oxnard Town Ctr. Specific Plan (DA)	River Edge	265.0		3.0	1,033	1.2		10/1/86 (SP)
Channel Islands Bus Ctr	TOLD	211.0		.1		.75	3.25	6/18/85 (TM)
TOTAL		2,827.5	2,670*	4.25	1,283	8.15	22.15	

Abbreviations: TM = Tract Map; AD = Assessment District; SP = Specific Plan; DA = Development Agreement; AP = Area Plan;
MSF = million square feet; dus = dwelling units; * = partially constructed



GENERAL PLAN



LEGEND

SPECIFIC PLAN BOUNDARY

APPROVED SPECIFIC PLANS (1990)

PLANNING AREA

Figure: V-1

SPECIFIC PLAN AREAS



ACRES



SCALE



2. Specific Plans

The City has six active adopted specific plans as of September 1, 1989. The intent of the specific plan designation is to establish guidelines at the general plan level for those areas in which more detailed specific plans will be developed in the future in accordance with the requirements of the California Government Code Section 65450 et seq. The following is a summary description of the City's adopted specific plans which are shown on **Figure V-1**.

- (1) McInnes Ranch Business Park, Ordinance No. 2184, December 20, 1988 (236 acres)

The McInnes Ranch Business Park Specific Plan, a sub-area of the Northeast Industrial Area Plan, provides a comprehensive set of plans, regulations, conditions, and programs for guiding the orderly development of a coordinated industrial/business park which includes a variety of manufacturing, research and development, professional and limited commercial uses integrated by planned vehicular circulation, landscaping, pedestrian walkways, and leisure spaces. This project is part of the Northeast Industrial Assessment District.

- (2) Northfield/Seagate Business Park, Ordinance No. 2012, July 3, 1984 (252 acres)

The Northfield/Seagate Business Park, also a sub-area of the Northeast Industrial Area Plan, is designed to be a high quality industrial development meeting adopted standards of site design, circulation, intensity of use and community character. The establishment of an industrial use area within a park setting eliminates conflict with surrounding residential area and provides phased development that meets the circulation and infrastructure systems necessary for the development of parcels within the park.

- (3) Rose-Santa Clara Corridor, Ordinance No. 2085, July 15, 1986 (204 acres)

The Rose-Santa Clara Corridor Specific Plan, located north of Route 101 (Ventura Freeway) between Rose Avenue and Rice Avenue provides for the development of an integrated mix of commercial and light industrial land uses designed to meet a variety of needs of the residents of Oxnard and surrounding communities. Commercial uses include a master-planned auto dealership park, retail commercial center and commercial offices.

- (4) Northwest Community, Resolution No. 9330, November 24, 1987 (255 acres)

The Northwest Community is a predominantly residential area located south and east of the River Ridge Golf Course in the northwest portion of the City. Approximately 1,400 dwelling units are being developed in the specific plan area and other master plan developments which are in the vicinity of the golf course. A community shopping center is also designated adjacent to the golf course.

The objective of the Northwest Community Specific Plan is to establish a visually distinct area of the City that offers high quality single-family housing and ample public open space. The Northwest Community Specific Plan provides policies, standards, and guidelines that allow for subdivision and future residential and shopping center development within the project area. The plan provides a system of greenbelts, bikepaths, and parks and integrates the community with a comprehensive circulation system. The plan also provides land for a school site, public park, and a community center.

- (5) Mandalay Bay Phase IV, Resolution No. 8685, July 10, 1984 (220 acres)

Mandalay Bay Phase IV is a mixed use development that extends the Channel Islands Harbor/Mandalay Bay Inland Waterway with a variety of water oriented single-family and multi-family residential uses, visitor serving commercial uses, and public recreational uses. Approximately 1,000 dwelling units and 300,000 square feet of commercial uses as well as visitor serving recreational facilities are to be developed in this area. Public recreation and access to the waterfront has been created by a linear park system which extends throughout the entire project. Approximately 8 acres of open water is designated as a water park.

- (6) Oxnard Town Center, Ordinance No. 2048, October 1, 1985 (265 acres)

The Oxnard Town Center is a multiple use master planned business and commercial development project to be constructed near the interchange of Route 101 (Ventura Freeway) and State Route 1 (Oxnard Boulevard). The project involves approximately 1.2 million square feet of research and development and limited industrial uses and approximately 3 million square feet of professional office, hotel, restaurant, and regional shopping uses.

In addition, the Oxnard Town Center will include a cultural arts facility, for use by the citizens of Oxnard and Ventura County. A neighborhood park for use by residents in the El Rio West

neighborhood located adjacent to the Town Center is also part of the development.

3. Other Developments

In addition to these area plans and specific plans, the Channel Islands Business Center is an approximately 220-acre master planned industrial park located south of Wooley Road and west of Rose Avenue in the central Oxnard area. This industrial park is designated for limited industrial and business and research park uses.

C. **Community and Neighborhood Planning Areas**

The residential areas of the City can be classified, for planning purposes, into the seven residential communities. Community boundaries are largely based on existing natural and man-made geographic barriers such as rivers and freeways. Each residential community contains from three to ten residential neighborhoods. The seven communities and their respective neighborhoods are listed on **Table V-3** and are also shown on **Figure V-2**. **Table V-4** shows the correspondence between the various neighborhoods and U.S. Census Bureau tract designations.

The neighborhood is the focus of the residential planning concept contained in the 2020 General Plan. As a basic unit, the neighborhood is a reference point for land use decisions. The neighborhood unit is also a flexible design concept. It is the fundamental residential component containing a basic variety of land uses, services, and facilities. The policies in the 2020 General Plan are aimed at assuring that each neighborhood offers a wide range of housing choices and adequate public amenities.

TABLE V-3

LIST OF COMMUNITIES AND NEIGHBORHOODS

- | | |
|--|---|
| <ul style="list-style-type: none"> o Northwest Community <ul style="list-style-type: none"> -- Northwest -- Golf Course -- South Bank -- Sierra Linda -- Orchard -- Cabrillo -- Fremont -- Carriage Square -- Teal Club -- Windsor North o Del Norte Community <ul style="list-style-type: none"> -- El Rio -- El Rio West -- Strickland -- Nyeland Acres o Northeast Community <ul style="list-style-type: none"> -- Rio Lindo -- Gonzales -- Rose/Gonzales -- La Colonia -- Rose Park o Southeast Community <ul style="list-style-type: none"> -- Lemonwood/Eastmont -- Diamond Bar -- College Park -- Mar Vista -- Tierra Vista -- Villa Capria -- Terrace Estates -- College Estates -- Oxnard Pacific | <ul style="list-style-type: none"> o South Central Community <ul style="list-style-type: none"> -- Redwood -- Bryce Canyon -- Black Stock -- Pleasant Valley Estates -- Cypress -- Southwinds -- Pleasant Valley Villages o Central Community <ul style="list-style-type: none"> -- Fremont South -- Wilson -- Kamala Park -- Cal-Gisler -- Bartolo Square -- Hobson Park West -- Hobson Park East o Southwest Community <ul style="list-style-type: none"> -- Oxnard Dunes -- Sea View Estates -- Sea Air -- Marina West -- Via Marina -- Channel Islands -- Oxnard Shores -- Hollywood by the Sea -- Silver Strand |
|--|---|

GENERAL PLAN

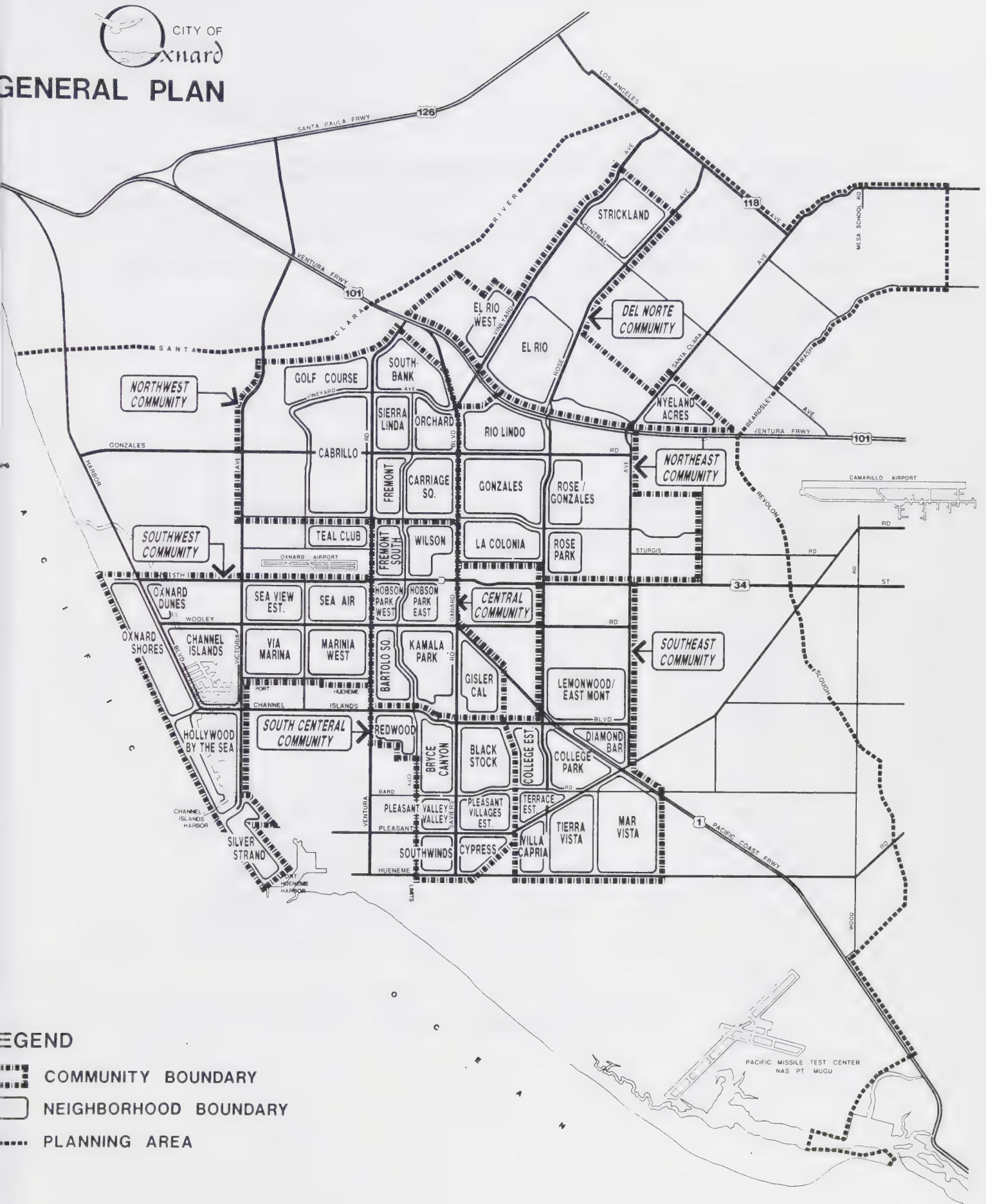


Figure V-2

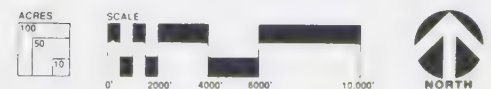


TABLE V-4

CENSUS TRACT/NEIGHBORHOOD BOUNDARIES CORRESPONDENCE

<u>Census Tract</u>	<u>Neighborhoods</u>
29:	Windsor North, Cabrillo
30:	South Bank, Sierra Linda, Orchard
31:	Rio Lindo
32:	La Colonia
33:	Fremont, Carriage Square
34:	Fremont South, Wilson, Hobson Park West, Hobson Park East
36:03	Oxnard Dunes, Oxnard Shores, Channel Islands
36:04	Hollywood by the Sea, Silver Strand
36:05	Sea View West, Via Marina
36:06	Sea Air, Marina West
37:00	Bartolo Square
38:00	Kamala Park
39:00	Cal Gisler
40:00	Blackstock
41:00	Redwood, Bryce Canyon
45:00	Pleasant Valley Villages, Pleasant Valley Estates, Southwinds, Cypress
47:01	Lemonwood/Eastmont, Diamond Bar
47:02	Villa Capri, Tierra Vista, Mar Vista
47:03	College Estates, Terrace Estates, Petit Park
49:00	Rose Park
50:	El Rio, El Rio West, Nyeland Acres
51:	Strickland

D. Redevelopment Project Areas

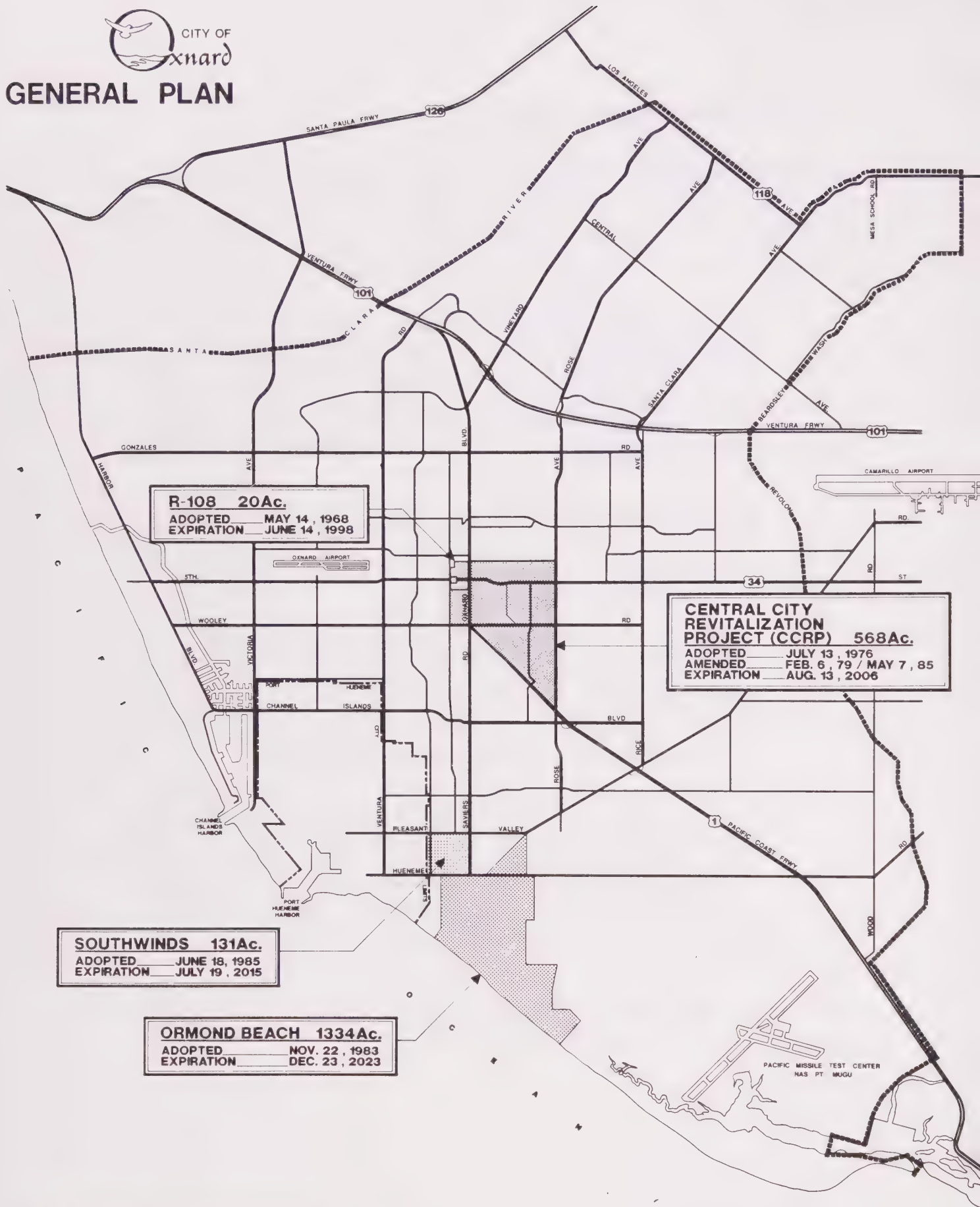
The City of Oxnard has established four separate redevelopment areas which are intended to encourage reinvestment and rehabilitation of properties within the designated redevelopment areas in order to eliminate blight. (See Figure V-3.) A description of the four redevelopment areas follows:

- o Central City Revitalization Project (CCRP) -- The CCRP encompasses the traditional Central Business District area of the City as well as the area known as the Central Industrial Area. This area generally surrounds the Five Points Intersection in the downtown area. The redevelopment plan for the CCRP focuses attention on several "action areas" located in the CBD area where efforts to redevelop and revitalize properties are to be concentrated.
- o R-108 Redevelopment Area -- Located adjacent to the CCRP in the heart of the downtown area is the R-108 Redevelopment Area. This area encompasses the A Street Mall as well as several adjacent blocks. The focus of this area is on revitalizing retail uses.
- o Southwinds Redevelopment Area -- The Southwinds Redevelopment Area was established in the Southwinds Neighborhood to systematically address neighborhood blight and crime problems which existed in the area. The chief intent of the Southwinds Redevelopment Plan is to stabilize the residential housing stock and encourage private reinvestment in the commercial area along Hueneme Road.
- o Ormond Beach Redevelopment Area -- The Ormond Beach Redevelopment Area consists of property located south of Hueneme Road in the Ormond Beach Area. The principal uses in this area are heavy manufacturing, some of which have created blight on property located within the redevelopment area. The redevelopment area also includes several parcels of undeveloped property primarily designated for industrial use.

Additional information on the nature and scope of these projects is contained in the separate adopted redevelopment plans.

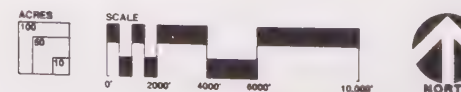


GENERAL PLAN



REDEVELOPMENT AGENCY PROJECT AREAS

Figure : V-3



E. Local Coastal Program

The City has an adopted Local Coastal Program consisting of a Coastal Land Use Plan and Coastal Zoning Regulations and Maps. The Coastal Zone boundary extends generally 1,000 yards inland from the sea and is shown on the Jurisdictional Boundaries Map (**Figure III-1**). The Coastal Zone has been divided into four planning areas: McGrath/Mandalay Beach, Oxnard Shores, Channel Islands and Ormond Beach. Recreational uses are predominant in the McGrath/Mandalay area, urban residential uses are concentrated in the Oxnard Shores area. The Channel Islands area contains the Channel Islands Harbor. The Ormond Beach area is separated from the rest of the City's Coastal Zone by the City of Port Hueneme, and is currently an industrial area. Further details and existing land use designations and policies are contained in the Coastal Land Use Plan. Any amendment to the Coastal Land Use Plan would require approval by the Coastal Commission.

F. State and Federal Lands

As mentioned above, there are three state beaches in the Planning Area, McGrath, Oxnard and Mandalay. Federal lands include the Point Mugu NAS/Pacific Missile Test Center and the U.S. Navy Construction Battalion Center in the City of Port Hueneme.

G. Areas Subject to Development Constraints

The Open Space/Conservation Element identifies sensitive natural habitat areas, mineral resource areas, scenic areas and areas of cultural and historic significance which should be protected from inappropriate development. The Safety Element details areas subject to flooding, tsunamis and seiches, geologic hazards, beach erosion and areas subject to aircraft hazards whose location has been considered in establishing land use policies. Finally, the Noise Element provides information on noise levels adjacent to roadways and stationary noise sources, which could affect noise-sensitive land uses.

FINDINGS

1. Development of residential uses in proximity to the Baillard Landfill could create problems with respect to its continued operation.
2. The City will need to provide sites for additional or replacement fire stations.
3. Within the Planning Area there are areas designated as containing significant mineral resources which require protection from possible development.
4. The City will need to provide space for additional school facilities adjacent to residential uses. In addition, Oxnard High School is an incompatible use adjacent to the Oxnard Airport, and should be relocated.
5. New approved and planned commercial and industrial development will require additional housing construction within reasonable proximity to job-generating uses.
6. There is a need for additional park facilities.

DEVELOPMENT POLICIES

A. Goals

1. A balanced community meeting housing, commercial and employment needs consistent with the holding capacity of the City.
2. Preservation of scenic views, natural topography, natural physical amenities, and air quality.
3. A balance between jobs and housing within a reasonable commuting distance from each other.

B. Objectives

1. Limit the urbanized area of the City and facilitate a permanent greenbelt between Oxnard and neighboring cities.
2. Provide a variety of housing types throughout the City.
3. Preserve permanent agricultural land within the Oxnard Planning Area.

4. Provide for adequate space for schools, libraries, park and recreation areas, and the expansion needs of public facilities to enhance the quality of life for all citizens.
5. Facilitate the availability of an ample range of affordable child and senior care services.
6. Ensure that all new development will be consistent with the Ventura County Air Quality Management Plan and other regional plans.
7. Promote improved coastal access and recreation opportunities.
8. Support the development of land uses which enhance the City's efforts as a recreational travel and conference destination.
9. Create new job opportunities tailored to the skills of the City's labor force, particularly unemployed residents.
10. Encourage the development of mixed uses in appropriate areas to reduce commuting.

C. Policies

1. Master Planned Developments

The master planned developments which are discussed above and which were approved under the 1990 General Plan (but are not yet fully constructed), have been included in the foundation for the Land Use Element. Thus, it is the policy of the City that these areas be developed as shown in their approved plans, subject to compliance with the policies of the Growth Management Element. In order to address the goals of this 2020 General Plan including, but not limited to, traffic level of service and jobs/housing balance, the following policies shall be considered in reviewing projects in the Northeast Industrial Area:

- o Office exclusive uses within the business and research park designated areas shall be limited to the first tier of lots adjacent to a freeway or major thoroughfare
- o A Specific Plan shall be required for the development of the approximate 430-acre "Sakioka" property which shall take into consideration the unique opportunity to achieve an

integrated plan to address the desirability for jobs/housing balance.

The focus of the remainder of the 2020 General Plan Land Use Element policies is on: 1) other infill development, 2) existing in-fill areas where minor modifications to land uses need to be considered, and 3) larger undeveloped and agricultural areas where new land use patterns may be established.

2. Other Infill Development

In addition to the Master Planned Developments, there is development potential on certain small and medium sized vacant and underutilized parcels within established neighborhoods. This infill development represents approximately 1,848 residential units, 1.48 MSF of commercial uses, 180,000 sq. ft. of BRP uses and 6.76 MSF of industrial land uses (see Table V-8B). As stated in the Growth Management Element it is the City's policy to encourage development of these areas prior to extensive development of larger vacant areas.

3. In-Fill/Modification Areas Policies

This section of the 2020 General Plan is concerned with planning issues within the City's existing areas and neighborhoods. Nineteen "in-fill/modification areas," which were reviewed by GPAC during the course of several meetings, were identified in the following ways:

- o When the City Council authorized the preparation of the 2020 General Plan, several areas were noted as needing special attention, including the Zoe Christian Center and surrounding land uses, existing mobile home parks, and the C-Street - Wooley Road area
- o GPAC members were asked to identify areas in the City which they thought also deserved special attention during the 2020 General Plan process
- o Individual property owners requested that reconsideration be given to the land use and/or zoning designations applied to their parcels.

An additional infill/modification area south of Wooley Road and east of Patterson Road, which was identified by the Planning Commission during its deliberations, has also been included in this section. The in-fill/modification areas, which range in size from entire neighborhoods to small parcels, are listed below.

- | | |
|------------------------------|---|
| A. Ventura Freeway Corridor | K. La Colonia Neighborhood |
| B. Wagon Wheel Junction | L. Kamala Neighborhood |
| C. Oxnard Boulevard Corridor | M. Southwinds Neighborhood |
| D. Fifth Street Corridor | N. Cypress Neighborhood |
| E. Wooley Road Corridor | O. Donlon Parcel |
| F. Five Points | P. Petit Parcels |
| G. South Oxnard Blvd | Q. Muranaka Parcel |
| H. Downtown Area | R. Ho Parcel |
| I. Central Industrial Area | S. Zoe Christian Center/
Homeless Shelters |
| J. Mobile Home Parks | T. Wooley Road Triangle |

The locations of the in-fill/modification areas are shown in **Figure V-4**. A summary of the land use issues for each area, together with site maps are contained in the Technical Appendix. The following information is provided there for each area:

- o Brief description of land uses
- o Summary of existing conditions
- o Identification of problems and opportunities.



GENERAL PLAN



Figure : v - 4

INFILL / MODIFICATION AREAS AND STUDY AREAS



The following land use policies are established for the infill/modification areas.

A. Ventura Freeway Corridor:

Property along the freeway corridor frontage should be designated for commercial or business and research park use.

Develop incentives for the land use transition from residential to commercial land use in the El Rio and Nyeland Acres areas.

Establish urban design policies for the corridor areas which are not covered by specific plans.

B. Wagon Wheel Junction:

Land uses should be developed at a level of intensity comparable to the Town Center.
Establish commercial and office land uses serving a regional market.

Designate as a Specific Plan Area and implement a specific plan which would:

- include re-use criteria
- include a mixed-use concept
- provide for unique architecture
- fit with the physical constraints of traffic circulation.

Consider designation as a redevelopment area if needed.

C. Oxnard Boulevard:

The preferred land use for reuse of the existing automobile dealerships is for retail, service or recreation-related commercial uses in accordance with the Oxnard Boulevard Re-use Study (1987). Uses such as used automobile dealerships and similar uses should be discouraged.

A mixed use development overlay should be considered to allow integration of residential uses with commercial development. Any new development must recognize and achieve compatibility with adjacent residential uses.

D. Fifth Street Corridor:

Land use designation is changed from Heavy Industrial to Central Industrial Area and Oxnard-Camarillo Greenbelt.

E. Wooley Road Corridor:

Develop incentives for lot consolidation along the corridor.

Examine the potential for senior citizen apartments along portions of the corridor (i.e., Oxnard Boulevard to C Street).

Develop incentives for the development of a congregate care facility with sufficient off-street parking.

The areas along Wooley Road and C Street should be redesignated from residential and commercial to Central Business District.

Preferred land uses along Wooley Road are low and moderate income and senior housing.

Development of large multiple-family attached housing South of Wolff Street should be discouraged in favor of single-family, duplex or triplex housing units.

F. Five Points:

The intersection should be realigned consistent with recommendations of the Circulation Element.

G. South Oxnard Blvd.:

Change the 1990 General Plan designation from Residential to Commercial for the C-2 zoned area along the west side of Oxnard Boulevard.

Retain the 1990 General Plan Residential land use designation and residential zoning district for the homes abutting the alley on the west side of Oxnard Boulevard on California Street between Date Street and Ash Street.

Change the 1990 General Plan Light Industrial designation to Commercial for the M-1 zoned areas along the east side of Oxnard Boulevard. Provide consistency by changing the industrial zoning to commercial zoning along the east side of Oxnard Boulevard.

H. Downtown Area:

Adopt the Central Business District land use designation to reflect current planning in the CBD zone.

I. Central Industrial Area:

Establish a Central Industrial Area land use category and implementing zone to guide to re-use, new development and aesthetic improvements in this area.

Provide incentives (e.g., streamlined processing, reduced fees) for lot consolidation of non-conforming residential uses in the Central Industrial Area for industrial purposes.

Provide incentives to convert scattered residential uses to other uses appropriate in the Central Industrial Area.

J. Mobile Home Parks:

Retain commercial land use and zoning designations for the entire Wagon Wheel junction, including the Wagon Wheel mobile home park.

Establish policies for the relocation of the Wagon Wheel mobile home park.

Retain mobile home parks as a conditionally permitted use in the Central Business District (referring to the Royal Palms Mobile Home Park).

Change the land use and zoning designations for the Oxnard Mobile Home Lodge to General Commercial.

Establish a relocation policy for the Oxnard Mobile Home Lodge.

Redesignate the Silver Wheel mobile home park from Open Space to Mobile Home 1.

Retain a commercial land use and zoning designation for the "101" Trailer Park.

Establish a relocation policy for the "101" Trailer Park.

Require the property owners of the existing mobile home parks to be redeveloped to prepare a city-wide relocation plan for residents being displaced.

Permit the continued use of the Evergreen Mobile Home Park or the development of the site for congregate care housing.

Two sites, one south of Ocean View School and a site south of Pleasant Valley Road, east of Route 1 should be designated for new mobile home/manufactured housing, to provide options for lot ownership and relocation of persons residing in existing non-conforming trailer parks.

K. La Colonia Neighborhood:

Adopt a neighborhood plan for La Colonia.

Amortize non-conforming uses (such as bars, etc.).

Encourage increased participation in the Neighborhood Watch Program.

Encourage neighborhood maintenance and cosmetic improvements for structures through establishment of a "Model Block" program. This would involve the testing of various conservation and rehabilitation techniques available to the City within a small, selected target area.

Explore the potential for bringing the Neighborhood Housing Services program to the neighborhood. The program is oriented toward neighborhood rehabilitation and active participation of the neighborhood through a non-profit corporation.

Re-designate the properties along the western edge of the neighborhood to Limited Industrial and Low-Medium Residential and require development standards which ensure compatibility with adjacent residential uses for this area and the industrial area south of Third Street.

Encourage timely improvement of the extension of Colonia Avenue north of the neighborhood including median and parkway landscaping to improve the entry into the neighborhood and reduce through traffic in the neighborhood.

Provide neighborhood entry identification to increase the sense of identity and community.

Enhance the various recreational amenities existing at the La Colonia-Del Sol Park complex through the following actions:

- Rehabilitate deteriorated facilities
- Establish a "vandalism watch" program to prevent vandalism
- Explore the possibility of a shared-use agreement with Juanita Elementary School to utilize school facilities for recreational purposes.

L. Kamala Neighborhood:

Conserve structurally sound single family housing in the neighborhood through the Housing Authority's rehabilitation program.

Provide incentives to consolidating parcels along Oxnard Boulevard, Wooley Road and C Street.

Explore the potential for developing senior citizen apartments on larger lots along C Street and Wooley Road or establishing a congregate care facility on an appropriate vacant lot.

Continue to implement the Neighborhood Watch program to enhance neighborhood safety.

Redesignate R-3 zoned areas that are developed with predominantly single family housing of standard quality to Low Density.

Explore possibility of designating all portions of the neighborhood adjacent to the CBD/CCRP as a Redevelopment Study Area to provide programs to rehabilitate housing stock and improved utilization of large parcels within the neighborhood.

Improve the appearance of the alleys through a program of re-surfacing and graffiti removal.

M. Southwinds Neighborhood:

Maintain high level of code enforcement activities in the area.

Maintain an active Neighborhood Council Program to monitor proposed development in the neighborhood and encourage a self-policing neighborhood property maintenance and clean-up program.

Create and implement a development strategy for providing facilities that would serve day care, youth, teenage and senior recreational needs in the south Oxnard area.

Develop community design standards for the Southwinds neighborhood.

N. Cypress Neighborhood:

Pursue the development of Cypress Neighborhood Park.

Include the existing trailer park in the City-wide relocation program.

O. Donlon Parcel:

Include the Donlon parcel and study areas 8 and 10 within the Planning Reserve Overlay designation

P. Petit Parcels:

Designate all four parcels as open space subject to reevaluation at the time of reconstruction of the adjacent freeway interchange.

Prior to development, a traffic impact study should be prepared for these parcels.

Q. Muranaka Parcel:

This parcel shall be evaluated in the context of the Ormond Beach Specific Plan.

R. Ho Parcel:

Designate the parcel Agriculture with a Community Reserve zoning allowing ancillary retail use such as a nursery.

S. Zoe Christian Center:

Adopt and implement the homeless shelter policies in Housing Element.

T. Wooley Road Triangle:

Designate vacant property south of the self-storage business Low-Medium Density Residential with twenty percent (20%) of the dwellings required to be reserved for low and low-moderate income households.

4. Major Study Areas Policies

During the preparation of the 2020 General Plan, sixteen large areas within the City's Planning Area, totalling approximately 8,364 acres, were identified for thorough study and review in terms of possible land uses. These Major Study Areas, which are shown in **Figure V-4**, and listed on the next page, are primarily undeveloped land and land used for agriculture. Their land use designations in the 1990 General Plan were either residential or open space, except for Ormond Beach which was designated for agriculture and industry. Study areas 8, 10 through 15 and portions of study areas 9 and 16 are outside the City's current Sphere of Influence. A summary of the existing conditions and land use issues for these Major Study Areas, together with site maps, is contained in the General Plan Technical Appendix.

- | | |
|---|---|
| 1. Rose/Gonzales Area | 9. Pleasant Valley/
Butler Road Area |
| 2. Rio Lindo Neighborhood | 10. Area W. of Rice, So.
of Fifth |
| 3. Gonzales Neighborhood | 11. Airport West Area |
| 4. Cabrillo Neighborhood | 12. Area East of Edison Canal |
| 5. Teal Club Area | 13. Western Edge Area |
| 6. Sea Air Neighborhood Parcels | 14. Airport South Area |
| 7. Area between Oxnard
High School & Airport | 15. Northwest Area |
| 8. Lemonwood/Eastmond/
Diamond Bar Neighborhoods
Roundout | 16. Ormond Beach |

The following is a description of the land use policies developed for these Major Study Areas. **Table V-5** summarizes the land use designations for these areas in comparison to the existing conditions.

a. Areas 1 and 3 - Rose/Gonzales Area and Gonzales Neighborhood (Northeast Community)

These two areas are considered together as a planning unit. The intended land use is primarily a residential community with a range of dwelling unit types and densities, as well as several employment generators. These include the St. John's Regional Medical Center site at the southeast corner of Gonzales Road and Rose Avenue, and adjacent areas designated for office and business and research park related to the regional medical center complex. A community shopping center is proposed for the southwest corner of the intersection of Gonzales Road and Rose Avenue along with general commercial uses along the western edge of the planning area adjacent to the Southern Pacific Railroad line. A buffer area along the east side of the Southern Pacific Railroad line is intended to provide a designated bicycle path and a noise buffer consistent with previous land use determinations on property located along the railroad north of Gonzales Road. With the exception of the St. John's Regional Medical Center site, the land in these study areas is presently in agricultural production.

These areas represent an opportunity to provide housing directly adjacent to the 1400-acre Northeast Industrial Assessment District. Opportunities also exist for an expanded public or private transportation system which would link the adjacent residential and industrial business park communities and potentially reduce the amount of vehicle miles traveled within the City.

The City Council has authorized the preparation of an environmental impact report (EIR) and specific plan for these study area which will determine precise land uses. (See **Figure V-1.**) For planning purposes, the presently anticipated land use mix for these areas is included in **Table V-6.** The final determination of residential density for these areas shall be subject to the approval of the specific plan and EIR, which will evaluate alternative land use programs. The overall number of dwelling units within these areas will be between 2,500 and 3,100.

The 1990 General Plan Land Use designation for Area 1 was Open Space with a Public/Semi-Public designation for the St. John's site. Area 3 was designated for a low density residential neighborhood with an elementary school and neighborhood park.

b. Area 2 - Rio Lindo Neighborhood

This area is the remaining undeveloped portion of the Rio Lindo Neighborhood and is designated for residential development. It is located north of Gonzales Road and east of Oxnard Boulevard and the Southern Pacific Railroad line. A portion of the area is in agricultural production. This area is designated for low and low-medium density residential development with a neighborhood shopping center. Development is currently proposed for a portion of the area, which is consistent with the 2020 General Plan land use designation. The 1990 General Plan land use designation was low density residential without any commercial uses.

TABLE V-5
EXISTING LAND USE AND GENERAL PLAN
DESIGNATIONS FOR MAJOR STUDY AREAS

<u>General Plan Study Area</u>		<u>Area (acres)</u>	<u>Existing Land Use</u>	<u>2020 General Plan Land Use Designations</u>
1.	Rose/Gonzales	275	Agriculture	Northeast Community Specific Plan Area*
2.	Rio Lindo	100	Vacant, Agriculture	Low and Low-Medium Density Residential, Commercial
3.	Gonzales	475	Agriculture	Northeast Community Specific Plan Area*
4.	Cabrillo	128	Vacant	Low Density Residential, Park
5.	Teal Club	175	Agriculture	Teal Club Specific Plan Area*
6.	Sea Air Neighborhood Parcels	17	Vacant	Commercial, Med-High Density, Residential
7.	Area Between Oxnard High School & Airport	24	Agriculture	Commercial, Buffer
8.	Lemonwood/Eastmont/ Diamond Bar Neighborhoods Roundout	200	Agriculture	Agriculture (PR), School
9.	Pleasant Valley/ Buttler Road Area	103	Agriculture, Cemetery, Vacant	Cemetery, Mobile Homes, Medium Density Residential
10.	West of Rice, South of Fifth	610	Agriculture	Agriculture (PR), School
11.	Airport West	223	Agriculture, Vacant	Agriculture
12.	East of Edison Canal	178	Agriculture	Agriculture

(continued)

TABLE V-5 (con't)

<u>General Plan Study Area</u>	<u>Area (acres)</u>	<u>Existing Land Use</u>	<u>General Plan Land Use Designations</u>
13. Western Edge	2,563	Agriculture	Agriculture, Agriculture (PR)
14. Airport South	185	Agriculture	Low and Low-Medium Density Residential, Commercial, Business & Research Park
15. Northwest Area	319	Agriculture	Agriculture (PR), School
16. Ormond Beach	<u>2,789</u>	Agriculture, Vacant	Ormond Beach Specific Plan Area*
TOTAL	8,364		

* See Table V-6 for summary of anticipated land uses for proposed Specific Plan Areas.

c. Area 4 - Cabrillo Neighborhood

This area is designated for low density single-family residential development with a neighborhood park. The remaining vacant properties within this neighborhood have been approved for subdivisions which are under construction. This is consistent with the 1990 General Plan land use designation for low density residential development.

d. Area 5 - Teal Club Area

This area, located north of Teal Club Road and the Oxnard Airport and east of Ventura Road is designated for very low, low and low-medium density residential uses in the northern portion of the area. A specialized commercial retail center is designated on the west side of Ventura Road and a community park and office/institutional uses are designated on the southerly portion of the area to be compatible with the operations at the Oxnard Airport.

Due to its proximity to the airport and the uncertainty over the scope of future airport operations, this area will require special planning consideration in conjunction with future airport land use studies.

Development will require preparation and approval of a specific plan for this area (see **Figure V-1**) to determine precise land uses, however, the anticipated land use mix is set forth in **Table V-6**. This area is in agricultural production and is within the current Sphere of Influence; it was designated as open space in the 1990 General Plan.

e. Area 6 - Sea Air Neighborhood Parcels

This area is a vacant property within the Sea Air Neighborhood which has been approved for a 275-unit senior housing project and a community commercial shopping center consistent with the 2020 General Plan land use designation. This area was designated for the same uses in the 1990 General Plan.

TABLE V-6
RESIDENTIAL SPECIFIC PLAN AREAS
2020 GENERAL PLAN LAND USE INVENTORY

<u>LAND USE CATEGORY</u>	<u>Area 1 Gonzales/ Rose</u>	<u>Area 3 Gonzales</u>	<u>Area 5 Teal Club</u>	<u>Area 16 Ormond Beach</u>
<u>Residential</u>				
Very Low Density	0	0	5	0
Low Density	85	335	46	0
Low-Medium Density	50	20	13	460
<u>Commercial</u>				
Community	0	20	0	30
Specialized	0	0	30	0
Visitor Serving	0	0	0	5
Office	90	0	46	0
<u>Industrial</u>				
Light Industrial	0	0	0	70
Coastal Dependent	0	0	0	160
Public Utility/ Energy Facilities	0	0	0	134
<u>Open Space</u>				
Agriculture	0	0	0	1560
Buffer	10	10	3	17
Park	8	8	32	16
Resource Protection	0	0	0	82
Beach	0	0	0	168
<u>Other</u>				
Public Semi-Public	20	0	0	0
Schools	12	87	0	87
<hr/>				
TOTAL (Acres)	275	475	175	2,789

f. Area 7 - Area Between Oxnard High School and Airport

This area primarily consists of occasionally farmed property located east of Ventura Road between Second and Fifth Streets adjacent to the west end of the runway at Oxnard Airport. The designated land use for this area is for commercial offices on the northerly portion of the site south of Second Street, a neighborhood shopping center on the southerly portion of the site north of Fifth Street and a buffer along the easterly approach to Oxnard Airport, between the office and commercial land use areas. These designations are consistent with the 1990 General Plan except that the buffer was not designated on the 1990 Land Use Map.

The designation of the clear zone/buffer area shall be made in consultation with the FAA, the California Division of Aeronautics, the Oxnard Airport Authority, the Ventura County Airport Land Use Commission and the Oxnard High School District. The restriction on building location shall be consistent with previous City policy on properties located west of Ventura Road, which prohibits buildings within the clear zone. The entire area between Ventura Road and K Street, including the institutional uses west of K Street, shall be designated Airport Compatible.

g. Area 8 - Lemonwood/Eastmont/Diamond Bar Neighborhoods Roundout

This area lies outside the current Sphere of Influence and within the Oxnard-Camarillo Greenbelt. The area is designated for agricultural uses with a Planning Reserve Overlay which indicates that the area may be given consideration as an area for urbanization at the time of the ten-year revision to this 2020 General Plan. The potential urbanization of this area, along with Area 10, would round out the urban form of Oxnard on the eastern edge of the City. This area also contains a designation for a future high school site which would be detached from the Greenbelt Agreement. The 1990 General Plan land use designation was for low density residential development.

h. Area 9 - Pleasant Valley/Butler Road Area

This area consists of several parcels under multiple ownership located north and south of Pleasant Valley Road, and east and west of State Route 1. The designated land uses include low-medium density residential development on the south side of Pleasant Valley Road between Olds Road and Route 1, a senior housing development at the northwest corner of the intersection of Butler Road and Pleasant Valley Road, and two areas designated for mobile home development. One area would be located south of Pleasant Valley Road and east of Route 1, north of the existing mobile home park. This mobile home park would be specifically designated to allow lot ownership. The other mobile home park is designated for the area south of the Ocean View Junior High School and east of Olds Road and is designated exclusively as an area to serve as replacement housing for other mobile home and trailer parks within the City which are not consistent with the 2020 General Plan land use designations. These proposed land uses would require an amendment to the City's Sphere of Influence boundary. This area was designated for low-medium density residential development in the 1990 General Plan.

i. Area 10 - Area West of Rice Avenue, South of Fifth Street

This area is located west of Rice Avenue and south of Fifth Street and lies outside the present Sphere of Influence boundary and within the Oxnard-Camarillo Greenbelt. It is presently in agricultural production. There are also petroleum resource extraction activities in this area. Like Area 8, this is designated for agricultural use with a Planning Reserve Overlay indicating that it may be reevaluated at the 10-year revision to the 2020 General Plan. A future elementary school site is also designated which would be detached from the Greenbelt Agreement. This area was designated as open space in the 1990 General Plan.

j. Area 11 - Airport West Area

This area located west of the Oxnard Airport and north of West Fifth Street is currently in agricultural production. The 2020 land use designation for this area is Agriculture and Resource Protection. This area was designated as a Special Study Area in the 1990 General Plan.

k. Area 12 - Area East of Edison Canal

This is an agricultural area located north of Wooley Road, south of West Fifth Street between Victoria Avenue and the Edison Canal. The designated land use for this area, which is within the Coastal Zone, is Agriculture. This area was designated as open space in the 1990 General Plan.

l. Area 13 - Western Edge Area

This area includes the northwest portion of the Planning Area outside the present Sphere of Influence and is generally located north of Teal Club Road and east of Patterson Road and is designated for continued agricultural land use. The portion of the area located east of Victoria Avenue has a Planning Reserve Overlay indicating that it should be reevaluated for possible urbanization at the ten-year revision of this 2020 General Plan. The 1990 General Plan land use designation for this area was Open Space.

m. Area 14 - Airport South Area

This area is the remaining undeveloped portions of the Sea Air and Sea View Neighborhoods. It is located south of West Fifth Street and the Oxnard Airport and east of Victoria Avenue. The southerly portion of this area is designated for low and low-medium residential uses. The northerly portion of the area is designated for business and research park uses, with a community shopping center to be located at the southeast corner of the intersection of Victoria Avenue and West Fifth Street. The properties in this area are usually in agricultural production. The 1990

General Plan designated this area for low and low-medium density residential and open space uses.

n. Area 15 - Northwest Area

This area, which is currently in agricultural production and is outside the current (1981) Sphere of Influence, is generally located east of Patterson Road and north and south of Gonzales Road. This area is designated for agricultural uses with a Planning Reserve Overlay which indicates that area may be reevaluated at the time of the ten-year revision to this 2020 General Plan. A future high school site is designated at the southwest corner of the intersection of Patterson Road and Gonzales Road.

Any future development east of Victoria Avenue and north of Gonzales Road shall recognize the existence of the Baillard Landfill and shall conform to setback distances specified by local or state regulations and the recommendations of a specific environmental study.

The 1990 General Plan land use designation for this area was Open Space.

o. Area 16 - Ormond Beach

The Ormond Beach study area in the south portion of the City consists of approximately 2,789 acres of land with about 168 acres of beach frontage. Approximately 2,300 acres are unincorporated, with about 1,560 acres located outside the City's existing Sphere of Influence. The area also includes 345 acres that are located within the Coastal Zone.

The beach is currently underutilized because of remoteness from main travel routes, proximity to industrial uses and fragmented ownership. The remainder of the area currently is under agricultural production and devoted to heavy industrial uses generally related to the port facilities and activities. Portions of the study area are both visually and functionally blighted. As a consequence, the City has designated the portion of the

area within the current City's Sphere of Interest boundary as a redevelopment area (see **Figure V-4**).

There are significant wetlands and beach areas within the study area. The wetlands are an important stop in the Pacific flyway route for migratory birds. Nevertheless, the aesthetic condition of the area is unkempt, primarily the result of existing and past industrial activities, such as metal processing with slag ponds, and the fact that certain portions of the wetlands have been used as a dumping ground for trash and litter.

Over the course of several years, the City of Oxnard has commissioned many studies to determine feasible development options for the area. The results have indicated that increased public access is needed to realize the full potential of the Ormond Beach area and to maximize recreational opportunities. Through detailed and specific planning in the Ormond Beach area, there is a potential to develop coastal oriented recreational opportunities while concurrently safeguarding sensitive wetlands and other habitats.

The 1990 General Plan land use designations for the Ormond Beach study area were Open Space, low-medium density Residential and Limited, Light and Heavy Industrial. The 2020 General Plan land uses in the Ormond Beach study area are designed to address the City's principal areas of concern relating to the Ormond Beach study area:

- o Protection of significant wetlands and other habitat resources and enhancement of degraded resources
- o Aesthetics in relation to present blighted conditions
- o Beach access and recreational use opportunities consistent with Coastal Act resource protection policies
- o Need for visitor serving facilities
- o Desirability of providing for a variety of housing types
- o Desirability of relocating certain existing land uses in the study area.

Accordingly, the 2020 General Plan permits approximately 3500 dwelling units at low-medium density (20% of which shall be low and low-moderate income dwellings), and approximately 400,000 square feet of associated commercial uses, in an area outside the Coastal Zone and generally north of an easterly extension of McWane Boulevard and east of the Edison transmission lines to the current boundary of the City's Sphere of Influence. An elementary school, high school and neighborhood park would also be located north of Hueneme Road. The property south of this area is owned by the Edison Co. and the portion which is outside the Coastal Zone is designated Public Utility/Energy Facilities.

For the remaining area outside the Coastal Zone, the land use designation is Light Industrial for the area south of McWane Boulevard and for the area south of the Ventura County Railroad line. All areas outside the 1981 Sphere of Influence boundary are designated Agriculture, and will be considered for inclusion in an extension of the Oxnard-Camarillo Greenbelt.

The 2020 General Plan land use designations for the portion of the Ormond Beach study area within the Coastal Zone are consistent with the Oxnard Coastal Land Use Plan. The designated uses are Industry -- Priority to Coastal-Dependent, Resource Protection, Public Utility/Energy Facility and Parks.

Approval of a specific plan will be required for any development in this area (see **Figure V-1**). **Table V-6** provides a detailed breakdown by acreage of the anticipated land uses for this area. The specific plan will identify development standards and requirements for the preservation of wetlands and habitat environments, aesthetics and architectural guidelines for development and will require appropriate supplemental environmental impact reviews, including a hydrology study to prevent urban run-off from affecting adjacent wetlands. The specific plan land uses and policies should contribute to achieving the following objectives:

- A. New development shall be comprehensively planned in a balanced and orderly manner, providing for housing, employment, retail,

and recreation opportunities, while assuring timely and cost effective provision for needed public services and infrastructure facilities.

B. New development shall address historic functional issues and management problems, including:

- scattered, uncoordinated industrial and residential uses in the area
- inappropriate and environmentally damaging use of ocean front area
- the lack of public access to beach areas suited to public use and enjoyment
- poor water management in the study area and related adverse effects on wetlands resources.

C. New development shall be designated and located to improve the appearance and function of this area by provisions for:

- buffering and landscaping adjacent to the Southern California Edison power plant site
- relocation or removal of the Halaco Engineering Company facility and restoration of the site
- a broad mix of residential, commercial and open space uses that will create an overall appearance comparable to, or superior to the northern portion of the City.

D. New development shall protect existing public access to the shoreline, create new opportunities for access and enhance recreational opportunities for residents and visitors by:

- providing for a broad range of public recreation and visitor-serving commercial activities for residents and visitors
 - creating new coastal access ways and public use areas
 - improving access to the beachfront consistent with resource protection needs
- E. New development shall minimize adverse impacts on sensitive coastal resources, and protect significant coastal resources within the study area by:
- restoration and enhancement of wetlands and other sensitive habitats
 - mitigating wetland resources and resource impacts, in a manner consistent with Coastal Act policies and U.S. Army Corps of Engineers "404" requirements (e.g. "no net loss")
 - preparing a long-term habitat management program consistent with CEQA monitoring, Coastal Act and U.S. Army Corps "404" requirements.
- F. New development shall be located and designed to minimize or avoid adverse impacts on regional resources (e.g. air and water quality) and facilities (e.g. roadway, waste treatment facilities) consistent with regional growth management goals and objectives.
- G. New development shall be sited and designed in a manner that will mitigate potential use conflicts and protect the ongoing operations of Southern California Edison Ormond Beach power station and the Navy's Point Mugu facilities.

- H. New development shall be located and designed so as to assure continued consideration of the development of a new regional airport facility in the area if further analysis indicates that such a facility would be appropriate in this location.
- I. New development shall provide a diversity of housing types to allow for a greater range of housing than currently is typical in the City, including mixed-use residential/commercial areas such as those in Mandalay Beach and Channel Islands Marina.

In order to insure that the rehabilitation and enhancement of the coastal resources within the Ormond Beach area are made concurrent with the development of the upland portion of the area, the specific plan for the Ormond Beach area shall specify a resource enhancement schedule which requires that specific coastal resource enhancement activities commence prior to or concurrent with specific phases of upland development. Resource enhancement shall include, but not be limited to: beach access, wetland restoration, and removal of blighted uses and/or blighting influences, such as the Halaco Engineering, Inc. site.

The specific plan will also be required to contain a detailed, long-range phasing plan to govern the timing of development and the provision of necessary infrastructure. Any changes to the land use designations in the Coastal Zone portion of the study area would require certification by the Coastal Commission.

D. Plan Proposals

The Land Use Element provides for five major types of land use: Residential, Commercial, Industrial, Open Space and Other. Each of these is divided into separate categories of uses correlated with specific intensity-of-development standards (discussed below). The 2020 General Plan Land Use Map, set forth in **Figure V-5**, classifies land uses within the City into these new categories.

Land use designations within the Coastal Zone on the Land Use Map are presented for general land use identification and reference purposes only. Please refer to the Oxnard Local Coastal Program for specific land use designations and zoning regulations for areas within the Coastal Zone. The 2020 General Plan proposes modifying existing land use designations within the Coastal Zone as follows:

1. Five acres located next to the City of Port Hueneme and currently designated Industry: Priority to Coastal Dependent in the certified Local Coastal Program would be redesignated Visitor Serving.
2. Eight acres at the site of a former mushroom farm near Arnold Road in the unincorporated county portion of the Ormond Beach planning area which are currently designated Heavy Industry in the City's 1990 General Plan would be redesignated Visitor Serving.

These changes will require Coastal Commission approval before becoming effective. All other land use designations within the Coastal Zone are consistent with the California Coastal Act.

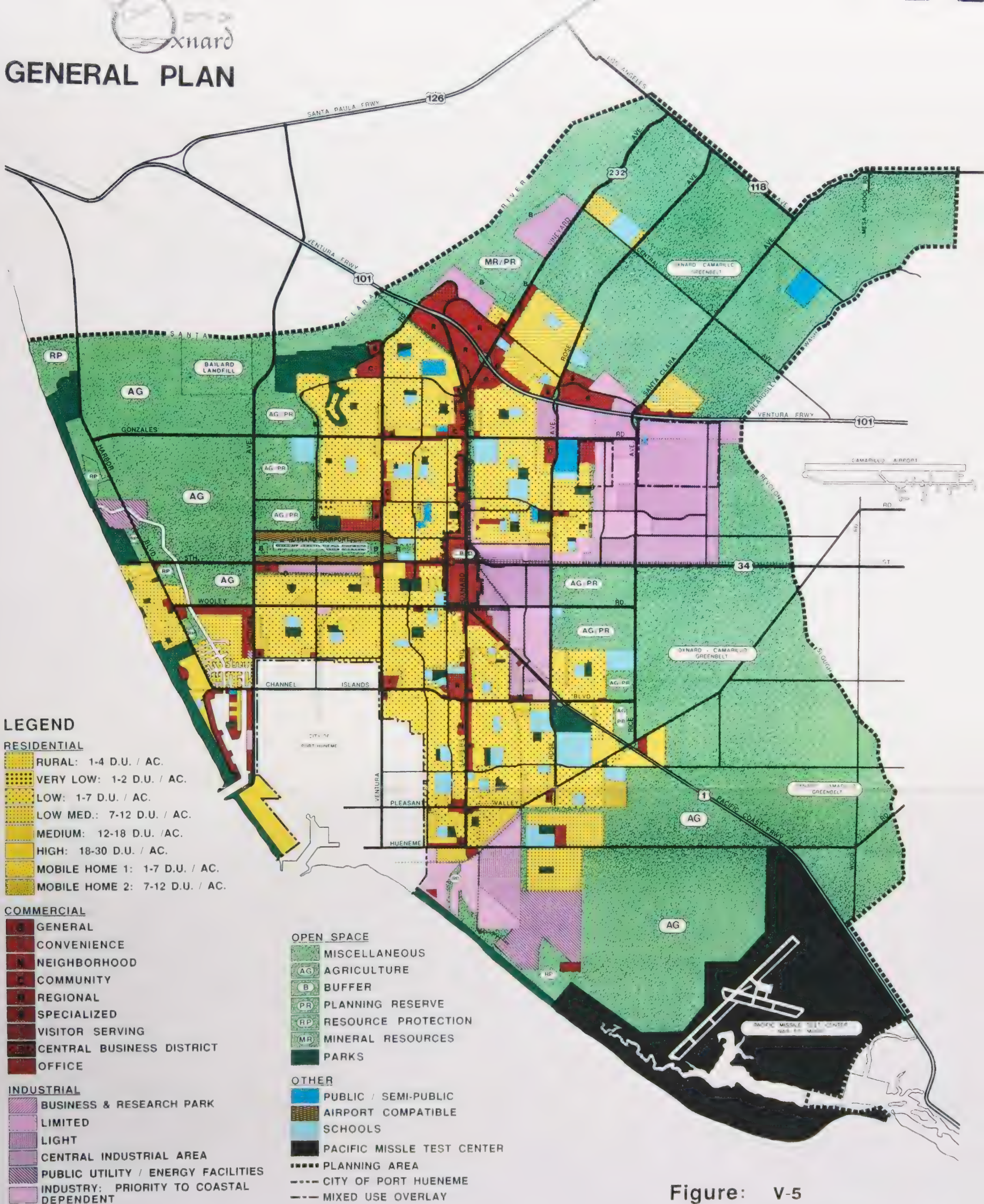
FIGURE V-5
LAND USE ELEMENT MAP

SEE FOLDOUT

FIGURE V-5
LAND USE ELEMENT MAP

SEE FOLDOUT

GENERAL PLAN



2020 LAND USE MAP

Figure: V-5

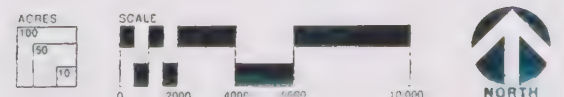


Table V-7 presents an inventory of the 2020 General Plan land use categories and summarizes currently developed acreage, acreage to be developed and total general planned acreage by type of use for all uses.

The 2020 General Plan contains a total of 9,777 acres of residential uses of which 1,463 acres remain to be developed. The plan provides for 1,652 acres of commercial uses, with approximately 416 acres devoted to new commercial uses. A total of 4,139 acres are designated for industrial uses, of which 1,675 acres are currently undeveloped. The 2020 General Plan retains about 8,695 acres of designated open space within the Planning Area of which 6,582 acres would be available for agriculture. An additional 12,905 acres of agricultural and open space land would remain in the Oxnard-Camarillo Greenbelt. Approximately 229 acres of new parks would be constructed under the plan, for a total of 937 acres. Institutional uses account for approximately 1,490 acres of which 891 acres are allocated for elementary, junior high, and high school uses (310 acres for new facilities). The remaining institutional uses include 284 acres allotted for public and semi-public uses (such as hospitals and human resource centers) and 315 acres of airport compatible uses, an increase of about 80 acres over existing airport development.

Table V-8A provides a detailed projection of specific land uses at build-out (2020) based on existing land uses (see **Table V-1**) plus anticipated development based on the 2020 General Plan land use categories described above.

Table V-8B summarizes existing and projected population, housing and land use with build-out of the 2020 General Plan and provides a break-down of future development by master planned developments, infill development, "infill/modification" areas, and Major Study Areas. Projected development could add a total of 12,462 housing units, 8.96 MSF of commercial uses, 1,283 hotel/motel rooms, 10.23 MSF of BRP and 28.91 MSF of industrial land uses.

TABLE V-7
2020 GENERAL PLAN LAND USE INVENTORY

<u>Land Use Designation</u>	<u>Currently In Use or Developed Acreage*</u>	<u>Acreage to be Developed</u>	<u>2020 General Plan Acreage</u>
RESIDENTIAL			
Rural	1,194	0	1,194
Very Low Density	0	5	5
Low Density	5,840	609	6,449
Low-Medium Density	500	730	1,230
Medium Density	229	46	275
High Density	284	0	284
Mobile Home 1	267	20	287
Mobile Home 2	0	53	53
SUBTOTAL	8,314	1,463	9,777
COMMERCIAL			
General	356	12	368
Convenience	9	0	9
Neighborhood	46	20	66
Community	83	85	168
Regional	287	0	287
Specialized	136	43	179
Visitor Serving	92	115	207
Central Business District	149	0	149
Office	78	141	219
SUBTOTAL	1,236	416	1,652
INDUSTRIAL			
Business & Research Park	159	473	632
Limited	347	439	786
Light	1,214	216	1,430
Central Industrial Area	339	50	389
Public Utility/Energy			
Facilities	309	311	620
Priority to Coastal Dependent	96	186	282
SUBTOTAL	2,464	1,675	4,139

* As of September, 1989

(Continued)

TABLE V-7 (cont.)

<u>Land Use Designation</u>	<u>Currently In Use or Developed Acreage*</u>	<u>Acreage to be Developed</u>	<u>2020 Total Acreage</u>
OPEN SPACE (Acres)			
Miscellaneous	150	n/a	150
Agriculture (does not include game reserve)	6,582	n/a	6,582
Buffer	136	n/a	136
Planning Reserve Overlay	[1,773]	n/a	[1,773]
Resource Protection	566	n/a	566
Mineral Resources	324	n/a	324
Park	<u>708</u>	<u>229</u>	<u>937</u>
SUBTOTAL	8,466	229	8,695
OTHER			
Public/Semi-Public	263	21	284
Airport Compatible	235	80	315
Schools	581	310	891
Mixed Use Overlay	<u>[25]</u>	<u>[70]</u>	<u>[95]</u>
SUBTOTAL	1,079	411	1,490
MISCELLANEOUS			
Point Mugu NAS	3,872	n/a	3,872
Oxnard-Camarillo Greenbelt (exclusive of Planning Reserve)	12,905	n/a	12,905
City of Port Hueneme	2,880	n/a	2,880
Ventura County Game Reserve	<u>604</u>	<u>n/a</u>	<u>604</u>
SUBTOTAL	20,261	n/a	20,261
	=====	=====	=====
TOTAL within Planning Area	41,820	4,194	46,014

* As of September, 1989

TABLE V-8A
2020 LAND USE SUMMARY

<u>LAND USE TYPE</u>	<u>UNITS</u>	<u>TOTAL</u>
<u>Residential</u>		54,319 DU ^{1/}
1. Res - Low (SFD)	28,695 DU	
2. Res - Medium (SFA)	6,785 DU	
3. Res - Medium/High	5,813 DU	
4. Apartments	9,356 DU	
5. Elderly Residential	475 DU	
6. Mobile Homes	3,195 DU	
<u>Commercial</u>		15,945.68 TSF ^{2/}
7. Office (0-99 TSF)	359.13 TSF	
8. Office (100+ TSF)	4,730.53 TSF	
9. Government Office	327.50 TSF	
10. Medical Office	309.65 TSF	
11. General Commercial	4,241.85 TSF	
12. Regional Commercial	2,614.00 TSF	
13. Community Commercial	2,191.91 TSF	
14. Nghbrhd. Commercial	605.67 TSF	
15. Cnvnc. Commercial	81.99 TSF	
16. Restaurant	419.44 TSF	
17. Fast-Food Restaurant	64.01 TSF	
<u>Hotel</u>		2,524 ROOMS
18. Motel	540 ROOMS	
19. Hotel	1,984 ROOMS	
<u>Business Park</u>		10,225.79 TSF
20. Business Park	10,225.79 TSF	
<u>Industrial</u>		41,439.97 TSF
22. Light Ind I (Existing)	6,765.60 TSF	
23. Light Ind II (Future)	29,666.36 TSF	
24. Industrial	5,008.01 TSF	

^{1/} DU = Dwelling Unit

^{2/} TSF = Thousand Square Feet

TABLE V-8B

POPULATION, HOUSING AND LAND USE SUMMARY

	POPULATION	HOUSING (dus)	COMM (MSF)	HOTEL (rooms)	BRP (MSF)	IND (MSF)
1. Current (as of 1-1-89) ^{1/}	127,721	41,857	6.79	1,241	-0-	12.53
2. Projected (to 2020)						
(a) Master Planned Developments ^{2/}	5,312	1,531	4.25	1,283	8.35	22.15
(b) Infill Development	5,655	1,848	1.48	-0-	.18	6.76
(c) Infill/Mod. Areas	-0-	-0-	.95 ^{3/}	-0-	-0-	-0-
(d) Major Study Areas	26,248	9,083 ^{4/}	2.28 ^{5/}	-0-	1.7 ^{6/}	-0-
SUB-TOTAL (a-d)	37,215 ^{7/}	12,462 ^{7/}	8.96	1,283	10.23	28.91
3. TOTAL (1+2) ^{8/}	164,936	54,319	15.75	2,524	10.23	41.44

^{1/} See Table V-1 for detailed breakdown of 1989 land uses

^{2/} See Table V-2A for list of master planned projects

^{3/} Wagon Wheel

^{4/} See Table XIII-12 for breakdown by individual study area

^{5/} Northeast Community, Teal Club & Ormond Beach Specific Plan Areas

^{6/} Airport South

^{7/} See Table XIII-12 for detailed breakdown of projected housing and population by land use type

^{8/} See Table V-8A for detailed breakdown of 2020 land uses

TABLE V-9
RESIDENTIAL DENSITY/INTENSITY STANDARDS

<u>Land Use Category</u>	<u>Density Standards</u>	<u>Estimated Household Size</u>
o Rural	1 to 4 dus/acre	3.7 persons/du
o Very Low Density	1 to 2 dus/acre	3.7 persons/du
o Low Density	1 to 7 dus/acre	3.7 persons/du (detached) 2.7 persons/du (attached)
o Low-Medium Density	7 to 12 dus/acre	3.7 persons/du (detached) 2.7 persons/du (attached)
o Medium Density	12 to 18 dus/acre	2.7 persons/du
o High Density	18 to 30 dus/acre	1.9 persons/du
o Mobile Home 1	1 to 7 dus/acre	1.9 persons/du
o Mobile Home 2	7 to 12 dus/acre	2.7 persons/du

E. Standards for Land Use Density/Intensity

The various land use categories within in the five major land use types and their associated density/intensity standards are described below.

1. Residential Land Uses

Maximum intensities of use for residential development are defined by density ranges specified for each category of residential use depicted on the Land Use Plan. The controlling standard for each category of residential use is that set forth in **Table V-9** under the heading "Density Standards." Another heading in **Table V-9** titled "Estimated Household Size" reflects estimates of the number of inhabitants per dwelling unit projected for each category of residential use and provides the basis for estimating public service needs such as sewer and water and support services such as schools and parks.

Large-scale projects and specific plan areas may provide for other intensity control measures that will allow for necessary planning flexibility while still defining residential intensity maximums for defined planning areas. (Acreages given for the following land use categories are approximate since the land use allocations for major study areas 1, 3, 5, 15 and 16 shown on **Table V-6** are subject to specific plans which will determine the exact land use designations.)

a. Rural

This designation applies to the El Rio and Nyeland Acres residential areas north of the Ventura Freeway and is intended to reflect the semi-rural character of these areas. Although some higher density development exists, the development in these areas is predominantly single-family homes on larger lots. Density may range from 1 to 4 dwelling units per acre and typical household size is an average of 3.7 persons per household. (Approximately 1,194 acres.)

b. Very Low Density

This land use is intended as a single-family residential transition from the edge of a residential area to the higher density areas. These edges typically adjoin major thoroughfares and urban/rural boundaries. Typical lot size is 20,000 square feet but dwelling unit density may range from 1 to 2 dwelling units per acre. Household size is an average of 3.7 persons per household. This designation is limited to the Teal Club Specific Plan Area along Patterson Road. (Approximately 5 acres.)

c. Low Density

This designation applies to areas intended for single-family detached and attached housing. This type of housing can be conventional detached homes with conventional yard and setback requirements and may also include patio and "zero lot line" homes and attached planned unit developments. Density ranges from 1 to 7 dwelling units per acre. Average

household size is 3.7 persons per household for detached units and 2.7 persons per household for attached units. (Approximately 6,449 acres).

d. Low-Medium Density

This designation applies to properties intended for development as lower density apartments or condominiums and higher density detached single-family residences. In order to provide a range of housing choices as recommended by the Housing Element and to meet housing needs on available land resources, planned unit developments (PUD's) which offer single-family detached homes on lots of less than standard size (but not less than 3,500 square feet) shall be considered subject to the following:

1. Small lot PUD's providing detached homes are a preferred housing type on infill properties in largely developed neighborhoods.
2. In larger undeveloped and specific plan areas, PUD's may be considered as part of an overall housing program which clearly achieves a balance of housing types and housing prices which are affordable to a broad segment of Oxnard residents.

Dwelling unit density ranges from 7 to 12 units per acre and household size averages 3.7 persons per household for detached units and 2.7 persons per household for attached units. (Approximately 1,230 acres.)

e. Medium Density

This designation applies to areas intended for garden apartments and condominiums and other form of attached housing. Density ranges from 12 to 18 dwelling units per acre and household size averages 2.7 persons per household. (Approximately 275 acres.)

f. High Density

This category applies to older developed areas where high density apartments were permitted. Residential development of this density may also be

permitted in the Central Business District. Density ranges from 18 to 30 dwelling units per acre and household size averages 1.9 persons per household. (Approximately 284 acres.)

g. Mobile Home 1

This designation applies to existing conventional mobile home parks not designated for replacement and to areas designated for future manufactured home parks intended to be developed in a conventional manner to permit lot ownership. Density ranges from 1 to 7 dwelling units per acre and household size averages 1.9 persons per household. (Approximately 287 acres.)

h. Mobile Home 2

This designation applies to property intended to serve exclusively for the purpose of providing replacement housing for older dilapidated trailer parks or mobile/home trailer parks which are not consistent with land use designations. In order to help achieve economic feasibility, density ranges up to 12 dwelling units per acre. Average household size is 2.7 persons per household. (Approximately 53 acres.)

2. Commercial Land Uses

The primary measure for regulating the intensity of development of non-residential uses is the floor area ratio (FAR) shown in **Table V-10** for each category of nonresidential use. The FAR is defined as the ratio of gross leasable floor area of structures on a particular parcel to the total gross land of the parcel on which the structures are located. For example, a FAR of 0.5 would permit the development of a structure or structures with a gross leasable floor area amounting to half of the total gross land area of the parcel. Gross leasable floor area is defined as the floor area actually occupied or used by a tenant or other user, including hallways, lobbies, utilities and other common areas.

TABLE V-10
FLOOR AREA RATIOS

<u>Commercial</u>	<u>FAR</u>
General Commercial	.30:1
Convenience Commercial	.30:1
Neighborhood Center	.30:1
Community Shopping Center	.30:1
Regional Shopping Center	.60:1
Specialized Commercial	.30:1
Visitor Serving	.30:1
Central Business District	1.50:1 ^{1/}
Office	.60:1
 <u>Industrial</u>	
Business and Research Park	.60:1
Limited	.45:1
Light	.40:1 (manufacturing)
	.50:1 (warehousing)
Central Industrial Area	.40:1
Public Utility/Energy Facilities	Variable
Priority to Coastal Dependant	.45:1
 <u>Other</u>	
Public/Semi Public	Variable
Airport/Compatible	.40:1
Schools	Variable
Mixed Use Overlay	.30:1 (commercial)
	.65 (BRP)

^{1/} Office Use 3:1

The FAR is a site-specific maximum intensity which may be further reduced by other applicable regulatory criteria including height limits, landscaping requirements, etc. The following is a description of the commercial land use categories and maximum floor area ratios for each.

a. General

General commercial land uses include older established one-story retail centers and free-standing commercial uses along thoroughfares and may also include office uses. Maximum FAR is 0.30:1. (Approximately 368 acres.)

b. Convenience

This land use is intended to provide limited retail and other commercial services which are primarily oriented towards and compatible with residential areas. These centers are typically one-story, range up to 26,000 square feet in size, and are located on property of up to two acres in size. Maximum FAR is 0.30:1. (Approximately 9 acres.)

c. Neighborhood

This center provides a wider range of services oriented toward two or more residential neighborhoods. A supermarket is typically an anchor, but other major retailers may also be located in such a center. These one-story centers typically range up to 80,000 square feet in size, occupy from two to six acres, and are located on a thoroughfare. Maximum FAR is 0.30:1. (Approximately 66 acres.)

d. Community

This type of center usually has two or more anchor retailers, are one-story with portions that may be two-stories, and range up in size to

265,000 square feet on 20 acres. These centers are located at intersections of thoroughfares. Maximum FAR is 0.30:1. (Approximately 168 acres.)

e. Regional

Shopping centers in these areas can be multi-story and range up to 3 million square feet in size on as much as 100 acres. Maximum FAR is 0.30:1. Maximum FAR for the commercial portions of Wagon Wheel, Town Center and Financial Plaza areas is 0.60:1 and can include offices, hotels and other service uses. (Approximately 287 acres.)

f. Specialized

Specialized commercial uses include promotional and "off-price" shopping centers as well as centers which may be tourist-oriented or oriented to other specialized markets. Specialized commercial may also include general commercial uses in special or unique settings. Maximum FAR is 0.30:1. (Approximately 179 acres.)

g. Visitor Serving

Visitor serving commercial uses are generally restricted to the Coastal Zone and are generally retail and service uses oriented to tourists and visitors to coastal attractions. Maximum FAR is 0.30:1. (Approximately 207 acres.)

h. Central Business District (CBD)

The Central Business District consists of an area of relatively intense retail and office land uses in the core area of the City's downtown area. Special architectural and site design guidelines apply. Maximum FAR is 1.5:1 with the exception of office uses which may not exceed 3:1. The Central Business District includes the Royal Palms Mobile Home Park, the Civic Center complex and other governmental services. It may also include

higher density residential uses (up to 39 dwelling units per acre) such as apartment and condominium projects located adjacent to Heritage Square to support downtown activities. (Approximately 149 acres.)

1. Office

These uses can be multi-story and tend to be located along thoroughfares and often provide a transitional use between thoroughfares or retail commercial uses and residential areas. Limited related retail and service uses may also be allowed. Maximum FAR is 0.60:1. (Approximately 219 acres.)

3. Industrial Land Uses

The following is a description of industrial land use categories and maximum floor area ratios for each.

a. Business and Research Park

These areas typically include fully conditioned buildings (that is, containing full interior improvements) devoted either exclusively or in part to office and research and development uses. Retail and service facilities may also be established in free-standing buildings or as part of multi-use developments. To achieve commercial retail use balance commensurate with the City's population, general retail facilities may also be established subject to appropriate environmental review to consider potential impacts associated with their development. Very high development standards (landscaping, architecture, etc.) apply to business and research parks which are oriented towards major transportation features such as freeways, thoroughfares, the Oxnard Airport and Port Hueneme. Maximum FAR is 0.60:1. (Approximately 632 acres.)

b. Limited

Limited industrial uses are typically light manufacturing, assembly, and warehousing uses developed to higher development standards than may be

found in other industrial zones. All activity occurs within buildings with the exception of incidental storage. Office and limited retail activities related to the principal manufacturing, wholesale, or warehousing use may also be allowed. Uses serving employees and tenants of industrial parks may also be permitted. Maximum FAR is 0.45:1. (Approximately 786 acres.)

c. Light

Light industrial uses include manufacturing uses where the principal activity occurs within a building, but also permits incidental light outdoor assembly, fabrication, and storage. Uses must follow high development and performance standards. Wholesale and retail sales of large commodities related to warehousing or service uses on-site may also be permitted. Maximum FAR is 0.40:1 for manufacturing, 0.50:1 for warehousing. (Approximately 1,430 acres.)

d. Central Industrial Area

The Central Industrial Area is characterized by uses which often involve outdoor use and storage, but are not classified as heavy industrial uses. Agricultural processing and service, and vehicle and equipment storage and repair predominate in this area. In order to be compatible with the adjacent CBD and redevelopment plans, high development standards are to be applied to new uses and the rehabilitation of existing uses. Maximum FAR is 0.40:1. (Approximately 389 acres.)

e. Public Utility/Energy Facilities

This designation applies to the Southern California Edison electrical generating and transmission facilities located within the City as well as facilities related to oil and gas development within the City. Due to the uniqueness of these type of facilities, the development intensity is established on an individual basis. (Approximately 620 acres.)

f. Priority to Coastal Dependent

This designation applies to industrial properties within the Coastal Zone. Land use priority is given to uses which are related to coastal and off-shore activities including oil and gas development and marine shipping. Maximum FAR is 0.45:1. (Approximately 282 acres.)

g. Freeway Interchange FAR

Land uses immediately adjacent to a Freeway-to-Freeway Interchange may be entitled to an additional FAR of 0.5 above the base FAR for each land use designation, subject to review of a full-scope environmental impact report.

4. Open Space

Described below are the various open space land use categories.

a. Miscellaneous

This category primarily consists of land adjacent to the Santa Clara River, but also includes several small parcels which due to their location or size, do not lend themselves to another land use designation. (Approximately 150 acres.)

b. Agriculture

This designation includes lands devoted to row and tree crops intended for consumption as well as other crops and commodities intended for other uses such as livestock feed, grain products for cosmetic and other uses, ornamental horticulture (green houses, nurseries, etc.,) hydroponic agriculture and the growing of sod.

This designation may also include greenbelts which are intended to preserve open spaces and agriculture uses in particular. Greenbelts also

serve to provide spatial separations between communities and preserve individual community identity. The land use intensity standard for agricultural uses is a maximum of one dwelling unit per minimum 40-acre parcel. (Approximately 6,582 acres.)

c. Buffer

Buffers may include agricultural uses, landscaped, or fallow areas intended to provide a spatial separation between potentially incompatible land uses and activities. (Approximately 136 acres.)

d. Planning Reserve Overlay

This overlay has been placed on certain open space areas contiguous to developed portions of the City to indicate that they may be considered for urbanization during the term of the 2020 General Plan. The areas may be specifically evaluated at the next comprehensive general plan review in the year 2000. This designation applies to properties designated Agriculture located west of Rice Avenue and south of Fifth Street, and east of Victoria Avenue and north of Teal Club Road, and to the areas designated Mineral Resources. (Approximately 1,773 acres.)

e. Resource Protection

These are areas identified in order to preserve and enhance sensitive habitats of features which may be threatened by urbanization such as wetlands, dunes, riparian areas, etc. These areas are found primarily in the Coastal Zone and along the Santa Clara River. (Approximately 566 acres.)

f. Mineral Resources

These areas are designated to identify sand and gravel extraction areas which may also be threatened by encroachment from development. This

area occurs in the El Rio area adjacent to the Santa Clara River. (Approximately 324 acres.)

g. Parks

Park areas include those existing or proposed facilities which are under the jurisdiction of a park agency. This includes state beaches and beach parks, regional parks, and community and neighborhood parks and special purpose facilities administered by the City. Also included in this designation is the River Ridge Golf Course. (Approximately 937 acres.)

5. Other Land Uses

Described below are other land use categories.

a. Public/Semi-Public

This land use designation includes public institutions and uses such as the City Hall and civic centers, libraries, and fire stations as well as privately owned institutions of a public nature such as cemeteries and hospitals. (Approximately 284 acres.)

b. Airport Compatible

Airport compatible uses include low intensity commercial and industrial uses which are compatible with airport operations and activities in that they do not pose unreasonable hazards to aircraft operations nor do they subject large numbers of persons to hazards from aircraft. Airport compatible uses need not be directly related to or dependent upon the adjacent airport. The City may require hazard studies to determine the suitability of a proposed use and its relative intensity. The uses must be consistent with the Noise Element goals, policies and standards and consistent with policies of the FAA, Caltrans Division of Aeronautics and the Airport Land Use Commission. These uses are typically of a limited industrial or

specialized commercial nature and have a maximum FAR of 0.40:1. (Approximately 315 acres.)

Consideration will be given to developing and implementing an Airport Compatibility Overlay Zone that includes explicit provisions for prohibited uses and height limitations within the Oxnard Airport Sphere of Influence.

c. Schools

This land use designation applies to public and private educational facilities. Four additional high school sites have been designated on the Land Use Map, including a potential relocation site for Oxnard High School in the Northwest study area. The other three sites are located in the Northeast Community; in the area south of Wooley Road and west of Rice Avenue; and in the Ormond Beach study area. Additional junior high schools have been designated in the Northeast Community and in the Ormond Beach study area. Additional elementary schools have been designated in the Northeast Community (2), the area south of Wooley Road and east of Rose Avenue, the Cypress Neighborhood, and the Ormond Beach study area. The locations of future schools identified on the Land Use map are conceptual; the precise locations will be subject to more specific studies and/or specific plans. The FAR for this type of use is established on an individual bases due to their unique nature and single purpose use. (Approximately 891 acres.)

d. Mixed Use Overlay

A mixed use overlay would apply to the Central Business District, the Sakioka Property, properties located south of Gonzales Road and east of the new St. John's Regional Medical Center, property adjacent to the golf course and to the former automobile dealerships on Oxnard Boulevard. Mixed use developments are master planned projects which incorporate three or more different land uses (such as residential/retail/office) within one or more structures, allowing persons to live near their place of employment and/or support services. The integration of land uses is

intended to provide a pedestrian orientation to reduce trips and vehicle miles traveled in order to improve air quality and energy conservation. The mixed use designations for the Sakioka, Gonzales Road, and golf course properties are intended to be primarily for horizontally integrated compatible uses. Vertically integrated mixed use buildings are encouraged in the Central City area. The area north of Robert Avenue and west of Oxnard Boulevard is designated for horizontally integrated mixed use. The area south of Robert Avenue is designated CBD. Residential densities for the horizontally integrated mixed use developments shall be established by site plan review, but in no case shall exceed a density of 18 dwelling units per acre. Maximum FAR is 0.30:1 for commercial uses and 0.65:1 for BRP uses. Mixed use developments outside of the CBD area are subject to City Council approval of a precise plan and appropriate environmental review to consider potential impacts associated with the development. (Approximately 95 acres.)

IMPLEMENTATION MEASURES

Adoption of the 2020 General Plan will set in motion a logical sequence of specific actions to implement the goals, policies and programs of each element. In order to effectively implement the 2020 General Plan, the following implementation measures will be undertaken:

1. Comprehensive zoning update including zoning ordinance text and maps to correlate with new land use designations (See Table V-11).
2. Implementation of the Growth Management Element, including:
 - a. Development monitoring program, including annual reports to Planning Commission and City Council.
 - b. Adoption and application of performance standards to new development proposals.
 - c. Annual review of six-year Capital Improvement Plan (CIP) to implement facilities to service land uses.
 - d. Update of public utility service master plans for water, sewer and drainage.

- e. Application to LAFCO for revision of the Sphere of Influence boundary as identified in the Growth Management Element.
 - f. Development of an annexation program coinciding with the overall phasing policies.
3. Preparation and adoption of specific plans for the following designated areas:
- Northeast Community
 - Teal Club
 - Ormond Beach
 - Sakioka Property
 - Wagon Wheel
4. Correlation of circulation system and land use by:
- a. Implementation of circulation mitigation measures for already approved master plans.
 - b. Implementation of the circulation improvements and phasing program specified in the Growth Management Element.
 - c. Implementation of the 5-Year evaluation program specified in the Growth Management Element.

TABLE V-11
LAND USE DESIGNATION/ZONING CORRELATION

<u>LAND USE DESIGNATION</u>	<u>ZONE DESIGNATION</u>	<u>ZONE STATUS</u>
<u>Residential</u>		
Rural		New Zone
Very Low Density	R-1	Existing Zone
Low Density	R-1	Existing Zone
Low-Medium Density	R-2	Existing Zone
Medium Density	R-3	Existing Zone
High Density	R-4/CBD	Existing Zones
Mobile Home 1	MHP	Existing Zone
Mobile Home 2		New Zone
<u>Commercial</u>		
General	C-2	Existing Zone
Convenience	C-1	Existing Zone
Neighborhood	C-2	Existing Zone
Community	C-2	Existing Zone
Regional	C-2	Existing Zone
Specialized	C-2	Existing Zone
Visitor Serving	CVC	Existing Zone
Central Business District	CBD	Existing Zone
Office	C-0	Existing Zone

(continued)

TABLE V-11 (cont.)

<u>LAND USE DESIGNATION</u>	<u>ZONE DESIGNATION</u>	<u>ZONE STATUS</u>
<u>Industrial</u>		
Business/Research Park	BRP	Existing Zone
Limited	M-L, BRP	Existing Zones
Light	M-1	Existing Zone
Central Industrial Area		New Zone
Public Utility/Energy Facilities		New Zone
Priority to Coastal Dependent	CDI	Existing Zone
<u>Open Space</u>		
Agriculture		New Zone
Buffer	C-R/Varies	Existing/New Zone
Planning Reserve		Overlay Designation
Resource Protection	R-P	Existing Zone
Mineral Resources	C-R/Varies	Existing/New Zone
Parks		New Zone
<u>Other Designations</u>		
Public/Semi-Public	C-R/Varies	Existing/New Zone
Airport Compatible		New Zone
Schools		New Zone
Mixed Use		Overlay Designation

	1. Gonzales/ Rose Ave Area	2. Rio Lindo Neighborhood	3. Gonzales Neigh'hood	4. Cabrillo Neigh'hood	5. Doris Ave/ Vta Rd Area	6. Sea Air Neigh'hood	7. Area Between Hi Sch & Airpt	8. Lemonwd/ E-mont/Di. Bar	9. Pleas. Vll'y/ Olds Rd Area	10. W of Rose, S of 5th & Rice Grnblt	11. Airport West	12. E of Edison Canal	13. West'n Edge	14. Airport South
Land Use Designation														
RESIDENTIAL (UNITS)														
Rural (0-4 du/ac)														
Very Low (0-2 du/ac)					10									
Low (2-6 du/ac)	570	273	1112	483	125									200
Low-Med (6.1-12 du/ac)	600	295	230		156				145					337
Medium (12.1-18 du/ac)														
High (18.1-30 du/ac)														
Mobile Home 2 (6.1-12 du/ac)									711					
Senior Housing (du)						300			100					
COMMERCIAL														
General Commercial (ac)						12								
Convenience Commercial (ac)	1	1												
Neighborhood Comm'l (ac)							10							
Community Shopping Ctr (ac)			20											20
Regional Shopping (ac)														
Specialized Comm'l (ac)					30									
Harbor Related (ac)														
Central Business Dist (ac)														
Office/Professional (ac)	35	4.5			45		5.5							
INDUSTRIAL														
Limited Industrial (ac)														
Business & Research Pk (ac)														66
Central Industrial (ac)														
Light Industrial (ac)														
Heavy Industrial (ac)														
RECREATION														
Parks (ac)	8		8	8	32									
Recreation area-Coastal (ac)														
Visitor-Serv'g Recreation (ac)														
OTHER														
Public/Semi-public (ac)	80						3							
•Elementary School	12		12							12				
•Junior High School			25											
•High School			50					50						

NOTES

1. Numbers reflect net buildable acres
2. Low Density Residential dwelling unit numbers derived using densities of 4 and 5 units per acre
3. Low-Medium Density dwelling units numbers derived using densities of 10 and 12



VIA. Circulation

VIA. CIRCULATION ELEMENT

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VIA. CIRCULATION ELEMENT

INTRODUCTION

Government Code Section 65302(b) requires the Circulation Element to contain "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The Circulation Element has been a mandatory element of the general plan since 1955. It is not simply a street plan, but represents a comprehensive transportation plan concerned with the circulation of people, goods and resources. As such it is closely tied to the Land Use Element; the provisions of the Circulation Element support the goals, objectives, policies and plan proposals of the Land Use Element, while in turn the Land Use Element is a reflection of a community's circulation system and the planning proposals for that system. Not surprisingly, long before any other

general plan elements were mandated, state law required that the Circulation Element be correlated with the Land Use Element.^{1/} It also has a direct relationship with the Housing, Open Space/Conservation, Noise and Safety Elements.

The provisions of the Circulation Element affect the City's physical, economic and social environment in several ways. The circulation system is one of the chief generators of physical settlement patterns, and its location, design and constituent modes have major impacts on air quality, plant and animal habitats, environmental noise, community appearance and other environmental components. Economic activities also require circulation for materials, products, or employees and thus the viability of the City's economy is directly affected by the Circulation Element. Finally, the circulation system has a major impact on the areas and activities which it serves, on community cohesion, and on the quality of human life. Clearly, it should be a system accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the handicapped.

This needed mobility must, however, be balanced with the unavoidable impact which circulation and travel have upon the environment. This impact is illustrated most clearly in the air quality problems associated with automobile emissions. Although the issue of automobile emissions is best addressed at the Federal level, there are steps local governments can take to reduce traffic and thus emission levels. Therefore, this Circulation Element contains plans and programs which seek to limit the adverse impacts which vehicle travel in Oxnard can have on air quality.

Finally, the nature and form of the circulation system itself is determined in large part by the traffic "Level of Service" desired by the community.

^{1/}One court has interpreted this to mean that the Circulation Element "be closely, systematically, and reciprocally related to the land use element of the plan."

Level of Service (LOS) is a qualitative measure of roadway and intersection performance stated on a scale from "A" to "F," with LOS "A" representing free flow traffic and LOS "F" representing severe traffic congestion. (See **Table VIA-1.**) The City of Oxnard's overall goal is to have roadways within the City operate at a minimum of LOS "C." This relatively high standard would generate the need for significant transportation improvements throughout the system. As a result this Circulation Element proposes developing a high quality freeway and arterial network supported by aggressive transit and transportation demand management programs.

Presently over 90% of all travel is by automobile; this level will likely continue as long as the automobile provides speed and convenience advantages. However, events beyond local influence, such as a steep increase in the cost of oil, can have a significant impact upon automobile use and the public's acceptance of alternative modes of travel. Although the possibility of such an increase does exist, this Circulation Element nonetheless assumes stable petroleum pricing and/or a continued high rate of automobile use.

While the automobile is expected to remain the mode of choice, worsening congestion and air quality will necessitate increased emphasis on transit, carpooling, bicycling and other alternative modes of travel. Therefore, in addition to providing roadways for the existing and projected volumes of traffic, this Element includes plans and programs which seek to manage the demand placed upon the roadway network.

SETTING

A. Overview

The circulation system in and around the City of Oxnard includes several different travel modes. The City is adjacent to two airports and contains a third. The main line of the Southern Pacific Railroad passes through the downtown and central industrial areas, and Oxnard is currently being

considered as a potential terminal for commuter rail service to Los Angeles. Also, the Port of Hueneme, the only deep water commercial port between San Francisco and Los Angeles, is adjacent to the City. All of these modes provide vital transportation services which impact the local roadway system, and either directly or indirectly compete with the automobiles and buses which travel upon it. This Circulation Element addresses all of these travel modes and seeks to create a system which coordinates their operation to the greatest degree possible.

B. The Streets and Highways Network

1. Roadway and Street System

a. Functional Classification

The functional classification system used by the City of Oxnard categorizes each street according to primary function. This creates a hierarchical system as the basis for establishing standards, designing streets and selecting necessary traffic control measures. This system divides all streets and highways into the following broad categories:

- o Freeways -- Freeways are the major links between Ventura County and the Los Angeles metropolitan area and Santa Barbara. While originally planned to move people long distances within the State, or between states, they serve now chiefly as inter-city facilities. They provide access to the region, and also absorb some of the longer trips, relieving portions of the local street system.
- o Arterials -- Arterials, sometimes referred to as thoroughfares, supplement the freeway network by providing the principal facilities for traffic movement within the City and County. The function of the arterial is to distribute and collect freeway-bound traffic and to accommodate intra-city trips and other medium-distance movements. In so doing, they provide the basic transportation links between the various land uses in the City. The principal role of these streets is to move through-traffic. A secondary function is to separate dissimilar land uses. In addition, arterials provide a very limited degree of service to abutting land uses. The latter function should be reserved primarily for traffic generators of unusual magnitude.

- o Collectors -- Collector streets are designed to move through-traffic between local streets and arterials. They distribute and collect traffic which is generated in the areas circumscribed by the arterial system. They also provide for movement within industrial, commercial and residential areas, or connection between adjacent land uses. Speeds on collector streets are generally low, due to pedestrian activity and the frequent access to abutting land uses.
- o Local Streets -- Local streets primarily provide access to abutting properties. In residential areas, these are the streets upon which houses front. It is important to eliminate through-traffic to a maximum degree. For this reason, local streets are often cul-de-sacked or looped, and are designed to carry no more traffic than is required to serve abutting land uses. Travel is short and generally constitutes the beginning or end of a journey.
- o Alleys -- Alleys are narrow roadways providing secondary access to land uses. Generally, alleys provide access to the rear of properties and, consequently, pass through the middle of a block. Because they provide secondary access, alleys are generally no more than twenty-five feet in width. However, they should be no narrower than twenty feet, in order to provide for turning movements into abutting properties and to allow vehicles to pass one another.

In addition to classification by function, roadways are sometimes classified by volume. Volume classification dictates that a certain street width and number of lanes are needed based on observed or projected volume. This may correspond to the functional hierarchy, but not always. For example, high volumes may be found on streets serving only local functions. This situation can be anticipated through computer modeling programs, which analyze future land use. The street system may then be planned or adjusted to ensure that function and volume are in harmony.

b. Arterial Functions and Standards

The County standards for thoroughfares form an excellent basis upon which the City has developed its arterial system. The County standards not only follow the Division of Highway Select System of Streets criteria, they are also desirable criteria because they are based on modern transportation standards which facilitate community growth and development.

These criteria must be followed, in most cases, to receive a full measure of State highway funds.

The City's standards for arterials are designed to provide for uniformity of design in existing and future incorporated areas. For this reason, there may be some differences with County standards. For example, County standards provide an emergency shoulder area, which is not required under urban conditions.

The City's recommended standard for a primary arterial is a 120-foot right-of-way. This includes two 44-foot travel ways, a 16-foot median, and two 8-foot sidewalks. The street section includes three 12-foot travel lanes and an 8-foot bike/emergency stopping lane in each direction. The approximate capacity of a primary arterial is 54,000 average daily trips (ADT); its principle function is to serve regional and intra-city trips, especially those bound for the freeway.

Secondary arterials within Oxnard are recommended to have either a 120-foot or a 96-foot right-of-way. For the 96-foot roadway, this includes a 16-foot median, two 32-foot roadways, and two 8-foot sidewalks. The street section includes two 12-foot travel lanes and an 8-foot bike lane in each direction. For both the primary and secondary arterials, the 16-foot median is recommended to provide for turning pockets, signing equipment and landscaping. The approximate capacity of a secondary arterial is 34,000 ADT; its primary function is to carry intra-city trips and provide access to residential neighborhoods and commercial/industrial districts.

The recommended standard for a local arterial is a 66-foot travelled way consisting of a two-way left-turn lane and two 11-foot travel lanes with a 6-foot bike lane in each direction. This standard is most often associated with industrial and/or commercial areas where a raised median would inhibit the movement of traffic to and from abutting properties. The approximate capacity of a local arterial is 25,000 ADT; it functions as an access to abutting properties and as a route through or within districts or neighborhoods.

c. Description of Existing Roadway Systems

The existing highway and street system in the Oxnard Planning Area is illustrated in **Figure VIA-1**. This section briefly discusses each of the City's major roadways that together comprise Oxnard's existing freeway and arterial system.

The City of Oxnard has two freeways which are described below.

Ventura Freeway

U.S. Route 101 (the Ventura Freeway) is the most important link between the City and the rest of Ventura County and metropolitan Los Angeles. It lies approximately two and one-half miles north of the downtown area. Although it is a north-south highway in the State freeway system, it is aligned in the east-west direction in the vicinity of the City. Within Oxnard, there are five interchanges on the Ventura Freeway; these interchanges are at Oxnard Boulevard (Route 1), Vineyard Avenue, Rose Avenue, Rice Avenue, and Del Norte Boulevard. Presently only the Vineyard Avenue interchange is fully improved.

The Route 101 freeway represents the primary regional access facility for the City of Oxnard. In general, Route 101 provides adequate capacity to accommodate existing traffic at an acceptable level of service. However, the segment of Route 101 west of Vineyard Avenue including the Santa Clara River bridge does not presently operate at an acceptable level of service. As a result, this route segment serves as a bottleneck for regional travel using the Route 101 corridor in Ventura County.

With the exception of Vineyard Avenue, the present interchanges on Route 101 in the City of Oxnard are substandard. Specifically, the Oxnard Boulevard, Rose Avenue, Rice Avenue and Del Norte Boulevard interchanges have substandard geometrics and/or do not provide adequate capacity.

State Route 1

State Route 1, the Pacific Coast Highway (PCH), presently bisects downtown Oxnard. The roadway functions as a four lane arterial, although some segments have been widened to six lanes. Within the City, Route 1 passes through 15 signalized intersections, including connections with State Route 232 (Vineyard Avenue) and State Route 34 (Fifth Street). In north Oxnard Route 1 joins the Ventura Freeway by means of access ramps which accommodate only southbound-to-southbound and northbound-to-northbound movements.



GENERAL PLAN



LEGEND

- FREEWAY
- PRIMARY ARTERIAL (6 LANE)
- SECONDARY ARTERIAL (4 LANE)
- LOCAL ARTERIAL (2-4 LANE)
- FREEWAY INTERCHANGE
- LEVEL OF SERVICE AT L.O.S. "D" OR WORSE
- PLANNING AREA

EXISTING
1990 CIRCULATION

Figure :VIA-1



While these state and national routes also serve local travel, the bulk of the vehicle trips within Oxnard are carried on the City's network of arterial roadways. The relatively flat topography of Oxnard has imposed few natural obstacles to the development of a good grid system of arterial streets, sufficient to provide adequate access and circulation. In Oxnard, arterials observe an appropriate three-quarter mile spacing. However, in the northern part of the Oxnard area, the Santa Clara River forms a formidable barrier for several miles between Harbor Boulevard and the Ventura Freeway. This limits the intensity of land use on both sides of the river, and affects the timing of development in this area. The Ventura County Airport in Oxnard also interrupts north-south travel west of Ventura Road and limits the potential development of a complete three-quarter mile grid primary arterial network. Additionally, the City's secondary arterial network is affected by the Southern Pacific rail line and the Central Business District; they both interrupt the spacing and continuity of the secondary arterials.

Described below, in alphabetical order, are the City's arterial roadways. It is important to note that these roadways are classified according to their function and not their design. For example, Rose Avenue is not constructed to secondary arterial standards yet it functions as a secondary arterial over much of its length.

Bard Road: This roadway presently serves as a secondary arterial from Saviers Road to Pleasant Valley Road. Bard Road provides east-west access to the City's south-central and south-east neighborhoods, and also serves as a route from the City of Port Hueneme and the Navy's Construction Battalion Center to Route 1.

C-Street: This roadway functions as a local arterial from Gonzales Road to Bard Road. Although it does not have a cross-section consistent with the local arterial standard, it functions as one carrying traffic parallel to relatively congested Oxnard Blvd.

Channel Islands Boulevard: This is a four-lane east-west thoroughfare which provides the principal access to the Channel Islands Harbor and southwest residential areas. Channel Islands Boulevard presently functions as a primary arterial from Harbor Boulevard to Saviers Road, and as a secondary arterial from Saviers Road east to Rice Avenue.

Del Norte Boulevard: This roadway, completed in 1988, provides access to Route 101 from the Northeast Industrial Area. Del Norte Boulevard functions as a secondary arterial from Route 101 to Sturgis Road, and as a local roadway from Sturgis Road south to Fifth Street (State Route 34).

Emerson Avenue: This local arterial provides access to the Channel Islands Business Center from Rose Avenue and Route 1 via Statham Blvd. East of Rose Avenue this roadway functions as a collector street for the Lemonwood Neighborhood.

Fifth Street: This thoroughfare is the principal east-west street serving the Central Business District of the City and the mid-City region on both the east and west sides of Oxnard. It is currently designated State Route 34 east of Oxnard Boulevard. Fifth Street functions as a secondary arterial except for the segments from Patterson Road to H Street and Oxnard Boulevard to Rose Avenue, which presently function as primary arterials.

Gonzales Road: This road is a main east-west thoroughfare that serves the central and north-central portions of the City of Oxnard. This roadway presently extends from Harbor Boulevard to Rice Avenue. Gonzales Road serves as a local arterial over its length except from Ventura Road to Oxnard Boulevard, where it functions as a primary arterial.

Harbor Boulevard: This street follows the shoreline extending from the City of Ventura north of the Santa Clara River at the north and terminating into Channel Islands Boulevard, providing accessibility to the beachfront area. Harbor Boulevard is designated as a scenic drive. It functions as a local arterial north of Fifth Street and as a secondary arterial south of Fifth Street.

H Street/J Street: This roadway corridor presently functions as a local arterial from Vineyard Avenue to Channel Islands Boulevard. These roadways, however, do not have cross-sections consistent with the local arterial standard. They provide primary access to Channel Island Hospital and the Oxnard Community Center.

Hueneme Road: In addition to serving as a primary arterial west of Saviers Road, this street serves as the main east-west access route to the Port of Hueneme, the City of Port Hueneme and the Ormond Beach area.

Lombard Avenue: This roadway functions as a local arterial serving a portion of the Northeast Industrial Area.

Oxnard Boulevard: This street is one of the principal entrances to Oxnard. It is also the principal north-south access to the Central Area, and continues southerly through the "Five Points" intersection to southeast commercial and residential areas. Although its development as a commercial strip is a handicap, its

location in the center of the City has led to its functioning as a primary arterial. Oxnard Boulevard is currently designated as Route 1 and the State is responsible for operations and maintenance.

Patterson Road: This local arterial, which has a gap at the Oxnard Airport, provides access to residential neighborhoods in the northwest and southwest areas of Oxnard. In addition, Patterson Road provides access to the Oxnard Airport, the City of Port Hueneme and the U.S. Navy Construction Battalion Center.

Pleasant Valley Road: This is a four-lane east-west primary arterial which is one of the major distributors of traffic to the City of Port Hueneme and to the U.S. Navy Construction Battalion Center. It also serves as an access route to the commercial Port of Hueneme. To the east of State Route 1, Pleasant Valley Road provides access to the City of Camarillo.

Rice Avenue/Santa Clara Avenue: This street provides access to the Nyeland Acres Community, the Northeast Industrial Area and the southeast residential areas. Santa Clara Avenue functions as a local arterial while Rice Avenue presently functions as a secondary arterial. Rice Avenue provides an alternative bypass route to Oxnard Boulevard for through trips.

Rose Avenue: This street is the first north-south thoroughfare east of the Southern Pacific Railroad. North of Route 101 it serves the El Rio Community. South of Route 101, it serves the western portion of the Northeast Industrial Area, and the residential area south of the freeway and east of Oxnard Boulevard. As a secondary arterial, Rose Avenue also provides access to the residential area south of Fifth Street and east of the Ventura County Railroad, to the Central Industrial Area, and to the Ormond Beach area.

Saviers Road: This primary four-lane north-south arterial provides important access from south Oxnard, Port Hueneme and the Ormond Beach area to downtown Oxnard and Route 101. It connects to Oxnard Boulevard and Wooley Road at the "Five Points" intersection.

Ventura Road: This four-lane north-south primary arterial provides access to the west side of the City. To the south, the road serves the City of Port Hueneme, the U.S. Navy Construction Battalion Center and to a lesser degree the current Hueneme Road industrial area. Ventura Road also extends north of Vineyard Avenue, and terminates in the Oxnard Town Center area.

Victoria Avenue: This is an important four-lane north-south arterial street in west Oxnard, which provides a crossing of the Santa Clara River for connection with the County Government

Center in east Ventura. The southern terminus is in the Silver Strand area.

Vineyard Avenue: Vineyard Avenue acts as the important connection between Route 101 and central Oxnard via Oxnard Boulevard. Between Oxnard Boulevard and the Route 101 interchange, Vineyard Avenue is a six-lane divided facility. Northeast of Route 101, it is a secondary arterial facility. This street is also a principal entrance to Oxnard for west-bound traffic on Route 101. Northeast of Route 101, it provides access to the westerly portion of the El Rio Community; southwest of Route 101, Vineyard Avenue serves the Northwest Community and the area south of the Santa Clara River and north of Gonzales Road.

Wooley Road: This is a major east-west thoroughfare which provides access to the residential community in the southwest portion of the City, to the central area of Oxnard, and to the Central Industrial Area. This road functions as a secondary arterial but is affected by presence of the rail lines of the Ventura County Railway as well as operational limitations of the "Five Points" intersection.

2. Current Traffic Volumes and Levels of Service

The quality of traffic service provided by a roadway system depends on the relationship between traffic volumes in the system and the system's capacity, and is typically expressed in terms of levels of service (LOS). There are six levels of service, A through F, which are described on Table VIA-1.

The results of the existing level of service analysis for the City's existing circulation system show that using the LOS "C" criterion, deficiencies exist in the PM peak hour at the following seven intersections:

<u>Intersection</u>	<u>LOS</u>
Oxnard and Vineyard	E
Rose and US-101 NB Access Road	D
Rose and Gonzales	E
Rice and Pleasant Valley	D
Butler and Pleasant Valley	D
Oxnard/Saviers and Wooley (Five Points)	E
Ventura Road and Bard (City of Port Hueneme)	D

These intersections are identified by dots on Figure VIA-1.

TABLE VIA-1
LEVEL OF SERVICE DEFINITIONS

	<u>Volume/ Capacity Ratio</u>
<u>LOS A</u>	
Free flow conditions	
No motorist waits longer than one signal	0-0.60
<u>LOS B</u>	
Stable traffic flow	
Motorists rarely wait through more than one signal	0.61-0.70
<u>LOS C</u>	
Stable and acceptable flow but speed and maneuverability somewhat restricted due to higher volumes	0.71-0.80
Motorists intermittently wait through more than one signal	
Occasional backups behind left turning vehicles	
<u>LOS D</u>	
Extensive delays at times	0.81-0.90
Some motorists, especially left turners, may wait through one or more signals, but no excessive backups	
Maneuverability restricted	
<u>LOS E</u>	
Very long lines may create lengthy delay, especially for left turns	0.91-1.00
Volume at or near capacity	
Unstable Flow	
<u>LOS F</u>	
Backup from locations downstream restrict movement at intersection approaches	1.01 or above
Forced flow conditions	
Stoppage for long periods due to congestion	
Volumes drop to zero in extreme cases	

3. Projected Future Traffic Impacts

This section discusses future traffic demands on the City of Oxnard circulation system.

a. Traffic Analysis Methodology

One of the key components of the traffic analysis was the development of a traffic forecasting model for the City of Oxnard. This model, which accounts for future growth, land use patterns and proposed roadway improvements in the City and surrounding jurisdictions, enables land use and circulation alternatives to be examined and capacity deficiencies determined accordingly. Development of this model formed one of the major tasks of this traffic impact analysis and has resulted in a tool that can be used for on-going traffic analysis work in the City. A more detailed discussion of the traffic analysis methodology and the City's traffic model can be found in the Transportation Analysis Technical Appendix. Recognizing the regional context of the City of Oxnard, the traffic model was developed from the regional work carried out by the County of Ventura. Hence, external and through traffic on those portions of the Oxnard circulation system that can be considered regional in nature are determined from these regional projections. At the same time, traffic forecasts in the City itself are forecast by the more community-scale modeling capability embodied in the City's traffic model.

The traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of that land use in the area under consideration. The City of Oxnard Traffic Model (OTM) uses a set of such trip generation rates to calculate both peak hour and ADT trips by land use. These rates are discussed in detail in the Transportation Analysis Technical Appendix.

For traffic forecasting purposes, land use is specified according to the 197 traffic zones designated in the analysis area (a traffic zone map appears in the Transportation Analysis Technical Appendix). Application of the trip

generation rates to the land use in each zone results in zonal estimates of daily and peak hour trips.

In order to establish a baseline, existing land uses for the City of Oxnard portion of the analysis area were inventoried. Additional information was then obtained from the cities of Ventura and Port Hueneme, and the County of Ventura for the remainder of the analysis area. Summaries of the existing (1986) land use and trip generation for the City, and also for the entire analysis area, by traffic zone can be found in the Transportation Analysis Technical Appendix.

b. Future Traffic Conditions

Based on the land uses authorized in the Land Use Element, growth in the City of Oxnard Sphere of Influence by 2020 is projected to add 914,000 vehicle trips per day (VPD), an increase of 105 percent over current (1986) estimated trip generation.

For the remainder of the analysis area, the estimated increase is 333,000 vehicles per day for an increase of 44 percent. The areas outside the City that contribute to increases in traffic on the analysis area circulation system include the City of Ventura, the City of Port Hueneme, and unincorporated County areas. The overall increase in trip generation for the entire analysis area is 1,247,000 VPD, or 76 percent, for the 2020 General Plan land uses. The effects on levels of service for specific roadways and intersections is discussed in more detail in the "Plan Proposals" section. For the years 1995 and 2000, the increases in vehicle trip generation are 486,700 VPD and 771,000 VPD, respectively. The complete trip generation summaries by traffic zone and land use are in the Transportation Analysis Technical Appendix.

C. Mass Transit

Transit service in the Oxnard area is provided by South Coast Area Transit (SCAT), created in 1973 by a joint powers merger of the Oxnard and

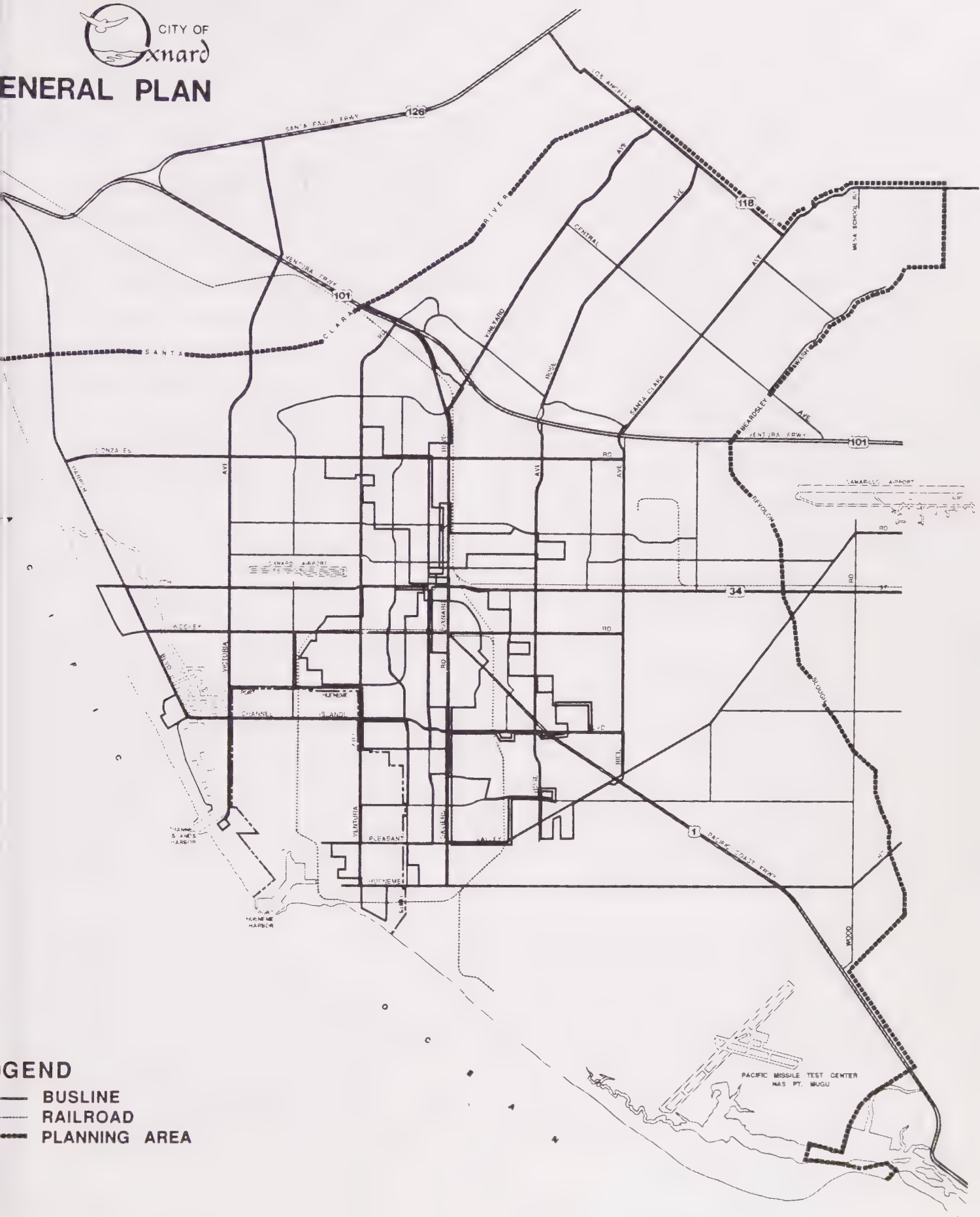
Ventura municipal bus systems. SCAT carries approximately 300,000 passengers each year in the City of Oxnard. Studies and policy development relating to this system are part of the on-going transit planning process. The City participates in this process, which includes both short and long range plans and programs. The City's present bus routes are shown on **Figure VIA-2**.

While the automobile may be the predominate mode of travel in the future, it does not meet the needs of certain groups within the population. These include the poor, youth, elderly and the handicapped. Transit system studies need to consider these individuals, either to provide new service or to improve existing service. Another important focus should be on providing convenient commuter transportation to and from work.

In addition to the relative convenience of the automobile, mass transit has been further hindered by the relatively limited coverage and frequency of SCAT buses. A recently completed study of SCAT service found that SCAT was offering service equal to only half of the service level typically needed in an area such as Oxnard. As a result SCAT must spread its limited services over too large an area, which creates relatively long routes, operating at infrequent and irregular schedules.

The City also provides a "dial-a-ride" transit service for elderly and handicapped residents. The service is well utilized and provides valuable transportation for essential purposes (medical and shopping, for example). Given the general aging of the City's population, the continuation and expansion of this service is essential.

GENERAL PLAN

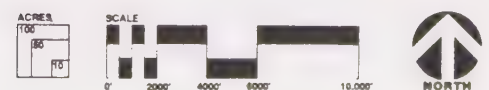


LEGEND

- BUSLINE
- RAILROAD
- PLANNING AREA

**EXISTING
1990 TRANSIT ROUTES**

Figure : VIA-2



D. Truck Routes

Within the City of Oxnard certain roadways have been designated as truck routes. These roadways, which are identified in **Figure VIA-3**, are generally arterial streets with few or no abutting residential properties. These routes were chosen to minimize the noise and vibration impacts on sensitive land uses. Two key components of the truck route system are the two primary routes serving the Port of Hueneme. The designated "western access" route is Victoria Avenue while the "eastern access" route is formed by Hueneme Road and Rice Avenue (however, the segment of Rice Avenue from Pleasant Valley Road to Hueneme Road has not yet been constructed). Given the volume of truck traffic generated by the Port, the improvement of these two access routes is critical to the success of the overall truck route system.

E. Bicycle Routes

The City is served by approximately 15 miles of designated bike routes, lanes and paths. Bike routes are facilities designated by signs or markings which provide for limited pedestrian or motorist use in addition to bicyclists. Bike lanes are also designated by signs and/or markings but are for the exclusive use of bicyclists; bike paths are facilities completely separated from the roadway and expressly for bicyclists. There are gaps in the network, however, which must be completed to facilitate bicycle travel.

The City's Bicycle Facilities Master Plan provides a comprehensive plan intended to guide the overall development of a City-wide and regional bicycle system (see **Figure VIA-4**). In addition, the plan sets forth development standards for bicycle facilities, recommendations for an educational/safety program, traffic enforcement, programs and potential funding sources. The City is currently implementing this master plan through special projects as well as in conjunction with roadway improvements.



GENERAL PLAN



LEGEND

- TRUCK ROUTE
- DESIGNATED PORT OF HUENEME ACCESS ROUTES
- PLANNING AREA

TRUCK ROUTES

Figure : VIA-3



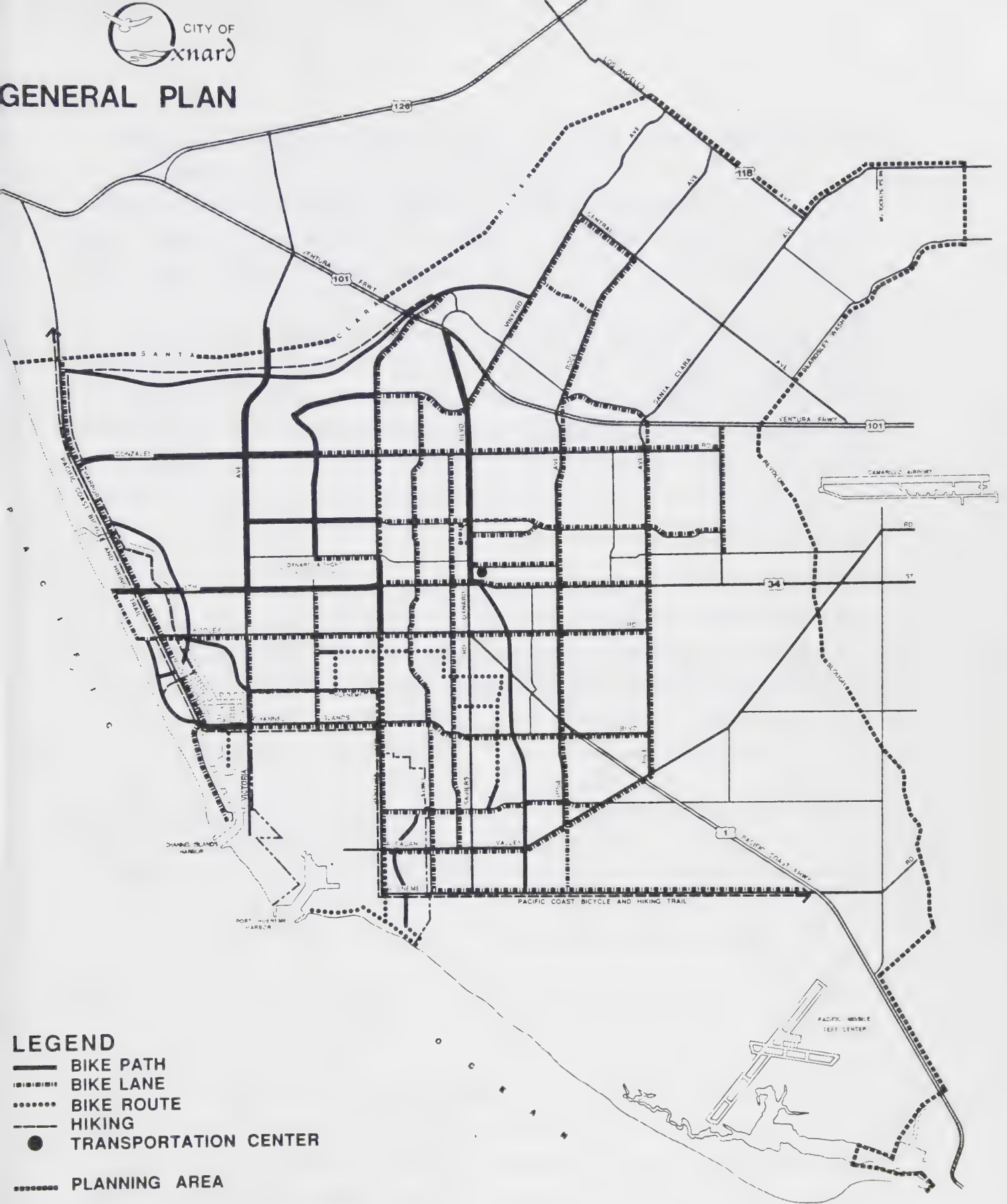
The proposed bicycle system provides facilities to serve all types of bicycle trips including work, school, recreational, physical training and sport. Types of bicycle facilities planned include bicycle routes, parking facilities and lockers. All of the proposed bicycle route facilities will be provided along public rights-of-way.

These types of facilities are designed to encourage greater commuting to work via bicycles. Special opportunities for development of separate paths are also described for the Doris Avenue Drain, Ventura County Railroad, the Santa Clara River levee, Southern Pacific Railroad rights-of-way, and for certain public utilities easements. Additional bicycle facilities are also planned for redevelopment areas and private developments requiring public access improvements. Special consideration has been given to service recreational areas such as beaches, golf courses and parks. Also, many bikeways are planned to take advantage of scenic views and other visual resources. Regionally, the system will serve all areas of the County and the State by tying into state and other local facilities, such as the Pacific Coast Trail.

F. Pedestrian Routes

Within the City of Oxnard, as in virtually all Southern California cities, pedestrian travel constitutes a very small portion of total urban travel. Nonetheless, providing for safe and efficient pedestrian travel is essential. And providing sidewalks and paths will become even more important in the future as the population of the City increases. Therefore, the City will continue to provide pedestrian facilities within and between residential neighborhoods and commercial and industrial areas. This is especially important in those parts of the community where sidewalks are not currently provided, such as along Oxnard Blvd., Pleasant Valley Road, and Vineyard Avenue. Planned new residential developments will need to recognize and provide for pedestrian movement.

GENERAL PLAN



BICYCLE AND TRAIL FACILITIES

G. Transportation Terminal

The Oxnard Transportation Center, located at Fourth Street and Meta Street (see **Figure VIA-5**), is a spacious and modern rail station which provides connections to local transit service. The Center functions as a hub for the local transit operator and inter-city bus services, and is served by two round-trip Amtrak trains each day (the Coast Starlight and one San Diegan train.) The parking lot is currently adequate for moderately increased usage as a commuter station. Any significant increases in rail passenger service will require the construction of additional parking facilities.

H. Railroads

The City is served by several passenger and freight railroad lines. There are approximately 41 railroad crossings in the City of Oxnard; 22 of these are rubberized automobile crossings. The City's railroad lines are depicted on **Figure VIA-2** and described below.

1. Amtrak

Passenger service, provided by Amtrak, is presently scheduled twice a day in each direction, and may be increased. Oxnard represents the most heavily used station on the line between Santa Barbara and Los Angeles.

2. Southern Pacific Railroad

The City of Oxnard is served by the Southern Pacific Railroad (SPRR) main line. Present freight service levels are expected to continue.

The SPRR is both an asset and a liability to the City. While it does provide for service to existing and proposed industrial areas, it also divides the community and exposes residents to 7.4 miles of rail line which creates noise, grime and dust, and visual pollution. More importantly, the SPRR right-of-way creates a barrier across the City which, because of limited

crossings, restricts the flow of traffic. Traffic is interrupted not only by rail movements but also by the proximity of the rail crossings to major intersections along Oxnard Boulevard and Fifth Street.

3. Ventura County Railroad

The Ventura County Railroad (VCRR) also serves the Oxnard Planning Area. It is particularly important to the Port of Hueneme as well as the U.S. Navy Construction Battalion Center. Because of the type of equipment and operating standards, this railroad has far less impact on the community than does the main line Southern Pacific Railroad. The VCRR does however complicate traffic movement along Wooley Road, especially at the "Five Points" intersection.

I. **Airports**

The relationship of airport planning to surrounding land uses is very important. Existing and potential noise and hazard effects, as well as the traffic impacts from airport and adjacent development, need to be evaluated to determine the most compatible organization and intensity of land use. Together with the City, planning for airports and their environs is the responsibility of the Ventura County Transportation Commission (VCTC), which functions as the State-mandated Airport Land Use Commission (ALUC). Such planning efforts are especially important around existing airports, because the current lack of a regional airport in Ventura County will generate increased pressure to expand existing facilities.

1. Oxnard Airport

The Oxnard Airport lies west of the Central Business District, in an area generally bounded by Teal Club Road to the north, Ventura Road to the east, West Fifth Street to the south and Victoria Avenue to the west. The airport is located in the vicinity of several residential neighborhoods as well as the Oxnard High School campus, and is presently being pressured by urban development, especially to the south. Airside facilities at the

216-acre airport include an east-west runway, 56,100 square feet of hangar space with the capacity to store 100 aircraft, and a tie-down area with the capacity to store 140 aircraft. Landside facilities on the airport property consist of a passenger terminal of approximately 10,000 square feet and a paved parking lot with a capacity of 360 cars. There is increased consciousness in the City regarding the safety and noise implications of the airport. Consequently, there is a desire to limit the number of flights and types of aircraft allowed.

The airport is currently operated as a commuter service airport. A commuter service airport is an airport which is not served by a certified air carrier, but is served by one or more commuter airlines. Typically, general aviation airports are non-FAA certified, or do not experience State certified air carrier or military operations. The Oxnard Airport, however, is presently FAA certified and has experienced air carrier operations. Under this status, the Oxnard Airport can accommodate turboprop aircraft. Because of the runway thickness and length, aircraft over 53,000 pounds (dual wheeled) are not allowed. Business jets which are below subject limits are allowed.

The future role of the Oxnard Airport depends largely upon the land uses adjacent to the facility and within noise and safety impact areas. Although it is possible to mitigate the impact of the airport (for example, restrict the hours of operation) or mitigate noise levels within proposed developments (for example, require noise resistant building techniques and materials) it is impossible to avoid completely the conflicts between the airport and other land uses. As described in more detail in Chapter III (Regional Planning Framework) of this 2020 General Plan, the County Airport Master Plan supports limiting expansion of the airport.

2. Camarillo Airport

The Camarillo Airport is located to the east of the City just outside the Planning Area. Presently, the Camarillo Airport is limited to business and private airplanes, with no scheduled airlines or military aircraft.

However, in comparison to Oxnard Airport, more extensive commercial airport development may be anticipated at the Camarillo facility because it is closer to major transportation routes and has less surrounding urban land uses. Also, Camarillo Airport's runway is capable of carrying 115,000 pound aircraft. The eventual manner of operation of the Camarillo Airport depends on future policy decisions by the City of Camarillo and Ventura County.

3. Point Mugu Naval Air Station

The Point Mugu Naval Air Station is located southeast of Oxnard between the Coast Highway and the Pacific Ocean, and is included in the Oxnard Planning Area. The facility's primary mission is to provide support to the activities of the Pacific Missile Test Center also located at the base. The California Air National Guard also maintains an adjacent base which shares the air station runways. Although no commercial air service is provided at Point Mugu NAS, a recent draft SCAG regional air service study found that the construction of a separate, parallel commercial runway and airport adjacent to Point Mugu was feasible. The possibility for such a facility should be considered in the planning efforts related to potential development in the Ormond Beach area.

J. **Water Transportation**

1. Port of Hueneme

The Port of Hueneme is the only major deep water commercial harbor between Los Angeles and San Francisco. It is operated by the Harbor District, which has taxation boundaries extending from the cities of Ventura on the west to Thousand Oaks on the east. The Port is approximately three miles southwest of downtown Oxnard, and approximately one mile west of the Ormond Beach area. It is served by rail through the facilities of the Ventura County Railroad, with connections to the Southern Pacific main coastline railway.

Access to the Port of Hueneme was the subject of a recently completed study by the Southern California Association of Governments. The study concluded that the port should be served by two designated routes from U.S. Route 101; the west route would be via Victoria Avenue while the east route would be via Rice Avenue and Hueneme Road. These routes were endorsed by the cities of Oxnard, San Buenaventura and Port Hueneme.

Although located wholly within the City of Port Hueneme, the impact of the port's future development upon the City of Oxnard will be enormous. There has been a dramatic increase in tonnage handled since the expansion and improvement of its facilities in 1972. This increase has led to another expansion program, which is currently underway. Material in support of offshore oil activity moves through the port to production sites in the Santa Barbara Channel. Numerous other products, such as automobiles and produce, are shipped into and out of the port. As manufacturing increases in the Oxnard area, manufactured goods are expected to become an increasingly significant part of the port's total cargo movement.

2. Channel Islands Harbor

Channel Islands Harbor is a regional facility oriented toward recreational boating and related commercial activities.

Lack of control of development in the harbor is a concern to the City of Oxnard. County policies adopted in 1963 give boating and revenue producing facilities priority over general public facilities. By agreement, only the land portions of the harbor area are in the City of Oxnard, the harbor itself is owned by the County of Ventura. Those areas in the City are now subject to City planning and zoning authority, however, based on the provisions of the Coastal Act of 1976. The Coastal Act requires such planning and zoning to broaden the functions of the harbor.

FINDINGS

1. The City of Oxnard has established a relatively efficient grid system for the City's arterial street network; however certain intersections are currently operating below LOS "C".
2. Significant commercial, industrial and residential growth planned for the City in the future will generate increasing volumes of traffic which must be considered in transportation planning.
3. Regional destinations close to the City -- Pt. Mugu, Port Hueneme, U.S. Navy Construction Battalion Center, and Channel Islands Marina -- contribute significantly to cumulative traffic impacts on the City roadways network but do not contribute "fair-share" funding to City circulation improvements.
4. Privately-owned railroad tracks are a constraint to the further development and efficient functioning of the grid system.
5. The Ventura Freeway in the City of Oxnard is connected to local streets with substandard interchanges at Rice Avenue, Rose Avenue, and Oxnard Blvd. It suffers from inadequate capacity on the Santa Clara River Bridge.
6. The City has an adopted network of truck routes designed to provide adequate access to commercial and industrial areas while minimizing travel in residential or downtown areas; however, certain segments remain incomplete, including the segment of Rice Avenue from Pleasant Valley Road to Hueneme Road.
7. The City needs to reduce dependency on automobile travel since Ventura County is an air quality non-attainment area for Ozone pollution, and nearly half of all ozone precursor emissions in Ventura County are generated by motor vehicles.
8. The City needs to coordinate Transportation Demand Management (TDM) activities for new and existing development.
9. One of the main thoroughfares in the City (Oxnard Boulevard) is a state-owned facility which is not directly operated by the City of Oxnard, and directs too much regional traffic through the center of the City.

10. There is a potential for airport-related accidents in residential areas, including the Oxnard High School, which is located in the flight path of the Oxnard Airport.
11. Increases in air service at the Oxnard Airport will exacerbate existing problems; there is a need for a regional airport in Ventura County.
12. The present transit system is not adequate to meet the needs of Oxnard residents and of those who work in the City.
13. There is a lack of facilities necessary to make the bicycle an attractive means of transportation in the City.
14. Certain streets within the City lack adequate sidewalk and other pedestrian facilities.
15. Although the intermodal center has capacity to accommodate limited increases in train service, such increases in service could create limited conflicts at some of the City's 42 at-grade railroad crossings.

DEVELOPMENT POLICIES

A. Goals

1. A transportation system which supports existing, approved and planned land uses throughout the City while maintaining a level of service "C" on all streets and at all intersections.
2. A public transportation system which serves the needs of residents and workers of Oxnard.
3. A regional airport in Ventura County capable of commercial air carrier service.

B. Objectives

1. Minimize conflicts between automobiles, bicycles and pedestrians.
2. Reduce congestion at major intersections within the City of Oxnard.
3. Minimize vehicle miles travelled.

4. Improve access to the Port of Hueneme and the Ventura Freeway.
5. Achieve a level of service "C" on all City roads where feasible, subject to necessary environmental review.
6. Reduce dependency on automobile use for travel needs and increase the use of alternative forms of transportation as a means of reducing energy consumption and vehicle emissions.
7. Increase transit ridership through improved local transit service.
8. Develop street designs, install signals and signs, and remove unnecessary all-way stops to minimize interruption in traffic flow.
9. Provide a City-wide system of safe, efficient and attractive bicycle routes for commuter, school and recreational use.
10. Increase public transportation service to areas of high utilization, such as military bases, commercial centers, business and industrial parks, and other work areas.

C. Policies

The Circulation Element policies are intended to guide the City so that both governmental and private activities contribute to meeting the goals and objectives of the Circulation Element. As such, the policies act as the linkage between the broader goals and objectives and the specific implementation programs.

Level of Service

1. Where environmentally feasible, all intersections in the City of Oxnard should operate at Level of Service "C," with the exception of Oxnard Blvd. (State Route 1), which will experience higher levels of congestion until a bypass expressway is constructed.
2. Transportation system improvements shall be based on credible growth projections using the City's new transportation model.
3. The City shall utilize the City-wide traffic model in connection with the Growth Management Program project

evaluations to determine the traffic impacts of proposed developments in order to assist in developing appropriate mitigation measures.

4. The street improvement plans of new residential developments shall avoid geometric designs which encourage through vehicular traffic.
5. A program of traffic signal interconnection and computerization shall be implemented to improve traffic progression and the monitoring and maintenance of the City's traffic signals.
6. The City shall implement a program which will eliminate all unwarranted four-way stop intersections.
7. Streets shall be constructed to their ultimate width and network gaps shall be closed whenever possible.
8. Where discretionary development within the City will, either individually or cumulatively with other new or anticipated development, cause the level of service of a County-maintained road or intersection located outside of the City but within the City's Area of Interest to drop below the County's adopted minimum level of service for that road or intersection, the development shall be conditioned to contribute its share of the total estimated cost of improvements needed to restore the level of service to such minimum acceptable level. The development's share of such cost shall bear the same ratio to the total estimated cost as the additional traffic which the development will contribute to the road or intersection bears to the total additional traffic that it and other new or anticipated development will contribute cumulatively to the road or intersection. This policy shall apply only during such time as the County has adopted a formal County-wide policy imposing similar requirements with respect to discretionary development in other cities which affect County roadways and in unincorporated areas that would affect the level of service of City-maintained roads or intersections.

TDM Policies

9. New office and light industrial developments shall be encouraged to include amenities such as banking, postal, child care and eating facilities in an effort to reduce the number and length of vehicle trips by employees.
10. The City shall develop and adopt a Transportation Demand Management (TDM) ordinance to encourage new and existing employers of 25-50 employees, and employment centers to reduce the number of single occupant work trips.

11. The City shall develop and implement a TDM program for its own employees.
12. Employment generating developments shall be encouraged to provide incentives to employees to utilize low-pollution alternatives to the conventional automobile, specifically walking, bicycles, carpools, vanpools and buses.
13. The City shall adopt standards for and encourage mixed residential and non-residential uses in office and commercial zones.
14. The City shall continue to support State and national legislation directed at encouraging the use of carpools and vanpools, and adopting more stringent standards for vehicle emissions.
15. The City will continue to support the Ventura County Air Pollution Control District in its efforts to implement transportation demand management strategies, such as Rule 210.

Transit Services

16. The City will continue to improve transit services, including direct, regular, commuter-oriented routes to and within high employment areas.
17. Proposed developments shall be required to include transit facilities, such as bus benches, shelters, pads or turn-outs, where appropriate, in their improvement plans.
18. Programs aimed at enhancing the mobility of elderly and handicapped residents, such as the operation of the Oxnard Mini-Van, the installation of handicapped ramps and the funding of SCAT, shall continue to be implemented and expanded wherever feasible.
19. The City shall encourage improved rail passenger service to achieve more efficient energy usage and reduce vehicle emissions.
20. The City shall continue to fund local transit system programs and improvements.

Freeway Bypass

21. The City will continue to work with Caltrans to develop a Route 1 bypass along Rice Avenue.

22. New developments abutting Rice Avenue shall take access from roadways other than Rice Avenue so as to facilitate the development of a Route 1 freeway along the corridor.
23. The City will continue to work with Caltrans to construct interchange improvements on the Ventura Freeway at Oxnard Blvd., Rose Avenue, and Rice Avenue.

Truck Access

24. The Rice Avenue extension (from Route 1 to Hueneme Road) shall be constructed as soon as feasible to provide improved truck access to the Port of Hueneme.

Bicycle & Pedestrian Facilities

25. The City shall continue to implement construction of the bicycle network.
26. Plans for bicycle and pedestrian facilities shall give priority to providing continuity and closing gaps in the bike path and sidewalk network.
27. Where appropriate, proposed developments shall be required to include bicycle paths or lanes in their street improvement plans.
28. The City shall require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.
29. Public sidewalks (within the dedicated public right-of-way) shall be required on both sides of City streets in all types of future development.
30. The City shall require the installation of handicapped ramp curb-cuts with all new roadway construction and significant reconstruction of existing roadways.
31. Pedestrian and bicycle paths shall be constructed between employment centers and contiguous residential areas.

Airports

32. The City should support the location of a regional airport in Ventura County capable of air carrier service.

33. Oxnard Airport should remain as a general aviation facility (operated as a commuter service airport) and operating levels should not be increased.
34. Land uses adjacent to Oxnard Airport should be restricted as set forth in the Land Use Element in order to reduce potential noise and safety problems.
35. If the airport within the Pt. Mugu facility is declared surplus, or made available on a shared basis, the City should promote use of this facility as an air carrier airport.

D. Plan Proposals

The proposed Circulation Element roadway system was the product of a lengthy traffic modeling process. The traffic model allowed for a comprehensive evaluation of traffic impacts and the development of a system which could adequately accommodate the traffic generated by the land uses in the 2020 General Plan. Thus, the proposed circulation network is designed to operate at an overall Level of Service "C" in the year 2020.

The proposed 2020 General Plan circulation system is shown in **Figure VIA-5**. A complete list of the specific roadway improvements is presented on **Table VIA-2**. **Table VIA-3** lists roadway projects which have been completed since 1986 (baseline) or which are currently under construction.

TABLE VIA-2
CIRCULATION SYSTEM IMPROVEMENTS

<u>ROADWAY</u>	<u>(1986) EXISTING CONDITIONS</u>	<u>PROPOSED IMPROVEMENTS</u>	<u>2020 CONDITION</u>
C Street	Local Arterial (2 lanes) for its entire length; minor widening at some intersections.	Relatively minor widening and channelization at some intersections.	Will function as secondary arterial (4 lanes) during peak hour with parking limits.
Channel Islands Blvd.	Secondary Arterial (4 lanes) from Harbor to Route 1; local arterial from Route 1 to Rice.	Widen to six-lanes from Peninsula to Ventura; widen to four lanes from Route 1 to Rice.	Primary arterial from Peninsula to Ventura; secondary arterial from Ventura to Rice.
Colonia Rd.	Local arterial from Oxnard Blvd. to Rice Ave.; segment east of Oxnard Blvd. functions as a collector.	Construct extensions from Oxnard Blvd. to west of Rice Ave., and from Rice Ave. to Del Norte Blvd.; and widen.	Primary arterial (6 lanes) from Oxnard Blvd. to Del Norte Blvd.
Del Norte Blvd.	Two-lane road from Sturgis Rd. to Fifth Street.	Construct new arterial from Route 101 to Sturgis Road; widen existing road.	Primary arterial (6 lanes) from Route 101 to Colonia Rd; secondary arterial for remainder.
Rose Ave.	Local arterial (2 lanes) north of Route 1; secondary arterial south of Route 1.	Major widening over entire length; new interchange at Route 101; new intersection at Route 1; construct extension to Hueneme Road.	Local Arterial (2 lanes) north of Stroube St.; primary arterial form Stroube St. to Pleasant Valley Rd.; secondary arterial south of Pleasant Valley Road.
Saviers Rd.	Secondary arterial over entire length.	Major widening impacts at Channel Islands Blvd.; parking removal.	Primary arterial over entire length.
Ventura Rd.	Secondary arterial over entire length.	Major widening over entire length, some intersection impacts.	Primary arterial over entire length.

TABLE VIA-2 (cont.)

<u>ROADWAY</u>	(1986) <u>EXISTING CONDITIONS</u>	<u>PROPOSED IMPROVEMENTS</u>	<u>2020 CONDITION</u>
Victoria Ave.	Local arterial (2 lanes) from Olivas Park Dr. to Gonzales Rd.; secondary arterial south of Gonzales Rd.	Major widening over entire length; widen Santa Clara River Bridge; construct flyover structure.	Primary arterial over entire length with grade separation at Gonzales Rd.; local arterial south of Channel Islands Blvd.
Vineyard Ave.	Local arterial (2 lanes) from Ventura Rd. to H St.; secondary arterial from H. St. to Oxnard Blvd.; primary arterial from Oxnard Blvd. to Route 101; secondary arterial north of Route 101.	Widen along entire length; construct extension to Patterson Rd.; parking removal.	Primary arterial from Ventura Road north; secondary arterial from Ventura Rd. to Patterson Rd.; State Route 232 designation removed.
Wooley Rd.	Secondary arterial from Victoria Ave. to Oxnard Blvd.; local arterial (2 lanes) from Oxnard Blvd. to Rice Ave.	Widening along entire route; construct extension from east of Victoria Ave. to Harbor Blvd., including bridge over Edison Canal.	Secondary arterial from Harbor Blvd. to Patterson Rd.; primary arterial from Patterson Rd. to Pacific Ave.; secondary arterial from Pacific Ave. to Rice Ave.
Via Del Norte		Construct new roadway	Secondary arterial
Doris Ave.	Collector road.	Widening between Patterson Rd. and Ventura Rd.; parking limitations.	Secondary arterial from Patterson Rd. to A Street; local arterial from Victoria Ave. to Patterson Rd.

(Continued)

TABLE VIA-2 (cont.)

<u>ROADWAY</u>	<u>(1986) EXISTING CONDITIONS</u>	<u>PROPOSED IMPROVEMENTS</u>	<u>2020 CONDITION</u>
Teal Club Rd./ Second St.	Collector/local arterial road.	Widening between Patterson Rd. and Ventura Rd.; parking limitations.	Secondary arterial from Patterson Rd. to Oxnard Blvd.; local arterial from Victoria Ave. to Patterson Rd.
Third St.	Local arterial from Oxnard Blvd. to Rose Ave.	Widening and channelization.	Secondary arterial from Oxnard Blvd. to Rose Ave.
Sturgis Rd.	Two-lane "rural" roadway.	Widen from Elevar St. to east of Del Norte Blvd.	Secondary arterial from Elevar St. to east of Del Norte Blvd.
Fifth St.	Local arterial (2 lanes) for entire length except secondary arterial from Oxnard Blvd. to Pacific Ave.	Widening and intersection improvements over entire length.	Secondary arterial Harbor Blvd. to Oxnard Blvd. and Elevar east; primary arterial Oxnard Blvd. to Elevar Street.
Gonzales Rd.	Local arterial (2 lanes) from Harbor Blvd. to Patricia St. and from Oxnard Blvd. to Rice Ave.; secondary arterial (4 lanes) from Patricia St. to Oxnard Blvd.	Major widening over entire length; construct extension from Rice Ave. to Del Norte Blvd.; construct flyovers at Victoria Ave., Oxnard Blvd. and Rose Ave.	Secondary arterial from Harbor Blvd. to Victoria Ave.; primary arterial from Victoria Ave. to Del Norte Blvd.
Harbor Blvd.	Secondary arterial (4 lanes) from Channel Islands Blvd. to Fifth St.; local arterial (2 lanes) from Fifth St. to Olivas Park Dr.	Major widening from Fifth St. to Santa Clara River, including new bridge structures.	Secondary arterial from Channel Islands Blvd. to Fifth St.; primary arterial from Fifth St. to Olivas Park Dr.

TABLE VIA-2 (cont.)

<u>ROADWAY</u>	<u>(1986) EXISTING CONDITIONS</u>	<u>PROPOSED IMPROVEMENTS</u>	<u>2020 CONDITION</u>
H Street/ J Street	Local arterial (2 lanes) over entire length.	Minor widening or channelization at selected intersections; construct extension north of Vineyard	Local arterial function will continue; peak hour parking limits will allow 4 lanes during peak traffic.
Hueneme Rd.	Local arterial (2 lanes) except for secondary arterial (4 lanes) section from J Street to Saviers Road.	Widening over entire length, including some structures.	Secondary arterial over entire length.
Lombard Ave.		New roadway construction.	Secondary arterial from Gonzales Rd. to Fifth Street; local arterial from Fifth St. to Wooley Road.
Oxnard Blvd.	Secondary arterial over entire length.	Widening and restriping over entire length; major reconstruction and rerouting at 5 points and at Pleasant Valley Rd.; extension into Town Center via new interchange on Route 101.	Primary arterial from Vineyard Ave. to Third St.; secondary arterial from Third St. south; primary arterial in Town Center area; grade separation at Gonzales Rd.
Patterson Rd.	Local arterial over entire length in Oxnard; secondary arterial in Port Hueneme south of Hemlock St.	New roadway construction north of Doris Ave.; widening south of Doris Ave. to Hemlock St.	Secondary arterial over entire length from Vineyard Ave. to Channel Island Blvd.; break in road at airport remains.

(Continued)

TABLE VIA-2 (cont.)

<u>ROADWAY</u>	<u>(1986) EXISTING CONDITIONS</u>	<u>PROPOSED IMPROVEMENTS</u>	<u>2020 CONDITION</u>
Pleasant Valley Rd.	Secondary arterial from Ventura Rd. to Bard Rd.; local arterial (2 lanes) east of Bard Rd.	Widening over entire length; major work in area of Route 1/Rice Ave.	Primary arterial from Ventura Rd. to Route 1; secondary arterial east of Route 1.
Rice Ave./ Santa Clara Ave.	Local arterial (2 lanes) north of Fifth St.; secondary arterial south of Fifth St.	Widen over entire length; construct grade separations at Gonzales Rd. and Fifth St.; construct interchanges at Route 101, Colonia Road and Route 1.	Secondary arterial north of Via Del Norte; freeway from Route 101 to Fifth St.; 6-lane expressway from Fifth St. to Pleasant Valley Rd.; secondary arterial from Route 1 to Hueneme Road.; Rice Avenue to be designated Route 1; Santa Clara Ave. to be designated Route 232.

**CIRCULATION ELEMENT MAP
(2020 CIRCULATION NETWORK)**

SEE FOLDOUT

GENERAL PLAN



Figure : VIA-5

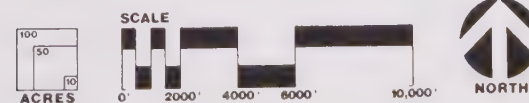


TABLE VIA-3

ROADWAY PROJECTS COMPLETED SINCE 1986 OR

CURRENTLY UNDER CONSTRUCTION

1.	Colonia Rd.	Primary arterial from Lombard to Rice (completed) Primary arterial from Rice to Del Norte (under construction)
2.	Del Norte Blvd.	Primary arterial from Route 101 to Sturgis (completed)
3.	Fifth Street	Portions of secondary arterial from Victoria to Ventura (under construction)
4.	Gonzales Rd.	Portions of primary arterial from Rose to Rice (completed)
5.	H Street	Segment of extension north of Vineyard (completed)
6.	Lombard Ave.	Secondary arterial from north of Fifth to Colonia (completed)
7.	Patterson Rd.	Secondary arterial from Doris to Vineyard (completed)
8.	Rice Ave.	Primary arterial from Route 101 to Fifth (under construction)
9.	Via Del Norte	Secondary arterial from Rose to Rice (completed)

IMPLEMENTATION MEASURES

A. Overview of Main Components of the Implementation Program

The implementation program for the Circulation Element has three main components. These components are discussed briefly below and then presented in detail in the following sections.

- o Correlation of Circulation Improvements and Land Use -- The correlation of circulation and land use is achieved on a long-term basis by identifying a year 2020 circulation system that will provide sufficient transportation system capacity to serve the intensities of development allowed pursuant to the Land Use and Growth Management Elements. On a shorter term basis, land use and circulation are correlated by requiring phasing plans for all large-scale projects and by integrating specific circulation improvements in the Five-Year Development Plans and Project Consistency Review programs under the Growth Management Element.
- o Comprehensive Circulation System Funding Program -- Provisions are made for updating the City's present Circulation Improvements Program to reflect the year 2020 buildout needs. Funding sources include development/transportation fees, assessment districts and state and federal funds. This program presently identifies the City's role in both regional and local street funding programs, and the update will continue to identify the City's share of such funding needs. Additionally, the City will continue to work with adjacent jurisdictions and regional destinations contiguous with the City (including Channel Islands Marina, the Pt. Mugu Naval Air Station, Port Hueneme and the U.S. Navy Construction Battalion Center in Port Hueneme) to develop funding programs which reflect the role these entities play in generating traffic impacts on streets within Oxnard. Conversely, this cooperative effort will determine more specifically the role Oxnard plays in generating traffic impacts on streets outside the City. This program could lead to the type of roadway improvement agreements described in the County's General Plan.
- o Transit and Transportation Demand Management Programs and Strategies -- Specific implementation measures and long-term programs have been identified. These programs are directed toward reducing peak hour traffic through programs aimed at encouraging the use of alternative commuting modes.

B. Correlation of Circulation Improvements and Land Use

1. Specific Circulation Improvements

The intensities and locations of development provided for in the Land Use Element have been correlated with circulation improvements necessary to serve them. With respect to year 2020 intensities of development, a specific set of circulation improvements has been identified by location (see **Figure VIA-5**) and by specific type of improvement (see **Table VIA-2**).

The proposed 2020 General Plan roadway network consists of a comprehensive system of primary and secondary arterial roadways and improvements to freeway interchanges. It assumes roadways in the adjacent unincorporated area will be constructed to the width identified in the County General Plan. One exception to the County's program, however, is the City's proposed development of Vineyard Avenue as a primary arterial north of Route 101. The City's traffic analysis indicates that the increase in regional traffic is such that a six-lane facility, rather than a four-lane roadway is needed along this corridor by the year 2020.

There are two particularly significant elements to the proposed roadway network. First, this system includes the construction of "flyover" structures on Gonzales Road at Victoria Avenue, Oxnard Blvd., and Rose Avenue. The flyovers create a grade separation between the roadways at these intersections and thus eliminate the conflicts between the through movements. The design would require the construction of an overpass structure with two signalized intersections on either side of the flyover. While these structures require a greater amount of right-of-way and are relatively costly to construct, they are required if the intersections are to operate at an acceptable level of service.

The other significant element of this system is the relocation of Route 1 to Rice Avenue (between Pleasant Valley Road and Route 101) and partial development of the roadway as an access controlled freeway. The City has been working with Caltrans for several years to develop a Route 1

east-side bypass. As currently proposed, the development of Rice Avenue will occur in a phased manner. Initially, the Rice Avenue interchanges at both Route 101 and Route 1 will be reconstructed and the Route 1 designation will be moved from Oxnard Blvd. to Rice Avenue (prior to the year 2000). The second phase will consist of the complete development of Rice Avenue as a six-lane arterial expressway. The third phase will involve the upgrading of the roadway to full freeway status from Route 101 to just south of Fifth Street. This includes the construction of grade separations at Gonzales Road and at Fifth Street, a partial cloverleaf interchange at Colonia Road, and a freeway-to-freeway interchange at Route 101. The final phase, which will not be required until after 2020, will be the upgrading of the remainder of Rice Avenue to an access-controlled freeway.

This new Route 1 facility will divert to the Rice Avenue corridor those regional through trips currently passing through downtown Oxnard. Additionally, the facility will provide access to the City's developing Northeast Industrial Area as well as improved regional access to Route 101 for the City of Port Hueneme, the Port of Hueneme, the U.S. Navy Construction Battalion Center, the Ormond Beach area, and the Point Mugu Naval Air Station. The City will work with these entities to develop an equitable funding program for the necessary roadway improvements.

In association with the proposed relocation of Route 1, Route 232 will be relocated from Vineyard Avenue to Santa Clara Avenue. Relocation of Route 232 in this manner is consistent with the State's adopted Route 232 freeway, which would extend from Route 118 south to Route 101 where it would connect to a relocated Route 1. Although the relocation of Route 232 is included in this 2020 General Plan, the traffic analysis indicates that a freeway facility will not be needed along this corridor prior to the year 2020.

The capacity analysis indicates that in all but one location a level of service "C" can be maintained. The exception is the Oxnard Blvd./5th Street intersection. However, this intersection is in the City's downtown area and the city-wide traffic model does not lend itself to an analysis of the

dense downtown street network -- thus an inordinate amount of traffic is projected for those few roadways included in the model network. Therefore, rather than develop proposed specific improvements in an area of some historical significance, it is recommended that the downtown area be the subject of further detailed study.

2. Circulation Phasing Plans.

The Growth Management Element provides that a "Capital Facilities Impact Evaluation" will be conducted as part of the Project Consistency Report process. Pursuant to that requirement, every major project listed as a Level B or Level C type of development will be required to identify a comprehensive capital facilities program including circulation phasing. Such programs will also be related to the Five-Year Development Plan. In this way, all major projects will be required to identify circulation phasing plans for long-term development that are correlated with the Growth Management Program.

3. Intersection Alternatives Environmental Impact Assessment Program

The City has identified LOS "C" as the transportation planning goal which the City ultimately desires to achieve. As a result, the roadway system identified in the 2020 Circulation Network is designed to operate at LOS "C" in the 2020 buildout year. However, in order to achieve and maintain LOS "C," several major intersections may require significant improvements. Those improvement projects, most notably the proposed grade separations ("flyovers"), may have significant environmental or other impacts and therefore require formal environmental review prior to construction. As such, it is possible the review would find that one or more of these projects would have significant adverse unavoidable environmental, social or economic impacts, in which case LOS "D" may be deemed acceptable. Accordingly, the City's LOS "C" standard is an overall objective which explicitly recognizes that existing intersection constraints may require

modification of this standard as applied to specific portions of the present and future transportation system.

C. Comprehensive Circulation System Funding Program

The City of Oxnard currently utilizes several types of funding sources for its transportation improvement projects. These sources are attributed to Federal, State and local programs and the responsibility for distribution of these funds lies with a number of agencies. Implementation of the 2020 General Plan Circulation Element is based upon the continuation and updating of these funding sources. Below is a summary of the major funding sources and a brief discussion of the role each plays in the development of the City's roadway network.

1. Highway Trust Fund

The Highway Trust Fund consists of Federal gasoline and excise tax revenues. Each state is then given an "Obligational Authority" which in effect obligates to each state an amount of funding to support its highway program. In California, the funds are folded into the state-wide highway improvement program and make up a significant portion of the funds used to support the State Transportation Improvement Program (STIP). Although the distribution of Highway Trust Fund monies is expected to change with the completion of the interstate system, this 2020 General Plan assumes a continuation of current funding levels.

2. State Gas Tax

Revenues from the State tax on gasoline combined with the Federal funds to make up the State's highway improvement program. In June, 1990 an increase in the State gas tax was approved by the voters. This increase will serve chiefly to make up a current shortfall in funding for the STIP. Therefore, this Circulation Element is based upon the current STIP process continuing with the exception that over the next several years "County Minimum" allocations will be more rigorously honored (for example,

with the completion of the Interstate system the County of Ventura will regularly receive its fair share of state highway improvement funds).

A portion of the State Gas Tax is also returned directly to local agencies for use on roadway improvement and maintenance projects. The City of Oxnard currently receives almost \$800,000 annually from this source, which is projected to continue at this level.

3. Federal Aid Urban Program

The Federal Aid Urban (FAU) program represents a Federal funding program which is administered in California by Caltrans. The program provides funding for roadway improvement and/or maintenance projects at the local level. The City of Oxnard currently receives almost \$450,000 annually from this source, which is expected to continue in some form over the life of the 2020 General Plan.

4. Transportation Development Act

The Transportation Development Act (TDA) provides funds to local agencies in California for transit and roadway improvement projects. The source of the funds is the State sales tax, one-quarter (1/4) cent of which is dedicated to the TDA program. The City of Oxnard currently receives approximately \$2.6 million annually in TDA revenues which is used to fund SCAT and local road maintenance projects. Because this funding source is directly related to sales tax receipts, it has been increasing regularly over the past decade and is projected to continue increasing in future years.

5. Circulation System Improvement Fee Program

The City of Oxnard has adopted a Circulation System Improvement Fee (CSIF) program in an effort to ensure that future developments pay their fair share of the costs to construct needed roadway improvements. The fee is based on the number of trips generated by new residential, commercial or industrial development.

a. *Main Features of the CSIF Program*

The CSIF program, begun in 1985, not only identifies specific circulation improvements to be constructed within a 15 year planning horizon but also provides for the funding of the program.

With respect to the funding of circulation improvements in this program, the City has provided for several sources of local funding to complement state and federal funding sources. These local sources of funding include:

- o Specific circulation improvements required of major projects, including the provision of improvements by means of assessment districts and requirements that developers not object to the formation of future assessment districts
- o Requirements that projects contribute on a "fair-share" basis to the funding of improvements required to mitigate off-site impacts primarily through contributions to the CSIF program
- o City general fund sources.

Priority for projects included in the CSIF program is determined in conjunction with the preparation of the City's Six-Year Capital Improvements Program. Necessary modifications to the Six-Year Capital Improvements Program can be incorporated into City budgeting and review processes by means of re-prioritizing improvements in the context of the City's budget cycle.

Potential shortfalls in federal and state funding for major systems improvements can be compensated for, to the extent feasible, in several ways: (a) the CSIF fees have been increased to allow for a higher than normal local participation in the funding of regional level improvements; (b) the CSIF fees can be increased in the future, to the extent permitted under *Nollan v. California Coastal Commission*, if necessary to offset any additional state and/or federal funding shortfalls; and (c) special provision has been made for the construction of a major arterial bypass (the Rice Avenue Bypass) with local funds to provide for both local circulation capacity and

regional capacity well in advance of the time that any state funds could be expected for such capacity increases in the regional system.

b. Update of CSIF Program

At the time of the May 1988 revision to the CSIF program, the City made a commitment to update the program following the completion of the 2020 General Plan to reflect the proposed circulation improvements. Accordingly, the City shall undertake and complete the following update of the CSIF program:

- o Inclusion of all circulation improvements specified in the Circulation Element of the 2020 General Plan in the Circulation System Improvement Fee program
- o Verification that the Circulation System Improvement Fee program will provide for the circulation needs generated by 2020 General Plan buildout.

The update shall reflect the status of state funding for highway improvements, including any projections for additional funding from gas tax increases in the event that the statewide electorate approves an increase in the gas tax in June 1990. Alternative funding programs, including assessment district financing presently allowed for (see below) will also be included in the update.

The CSIF update, which should be completed approximately six months following the adoption of the 2020 General Plan, will ensure that the fees collected are adequate to provide "fair share" support for the construction of needed roadway improvements. In addition to this major update, the CSIF will continue to be updated annually to account for inflation and/or specific construction cost increases.

6. Assessment Districts

The City anticipates that assessment district funding will be necessary to fund some interchange improvements on Route 101 as well as flyover

structures on Gonzales Road. As a result, developments in the areas of these interchanges have been instructed of this likelihood and have been required during the permit process to waive their right to protest the formation of appropriate assessment districts. This process has created a viable opportunity for additional local funds to support interchange improvement projects.

7. Other Funding Sources

In addition to the major funding sources described above, there are several other programs which support transportation improvement projects. The City has in the past received funds from the Federal Highway Administration (FHWA) through the Hazard Elimination, Railroad Protection, and Bridge Replacement programs. Also, the City has used Community Development Block Grants and redevelopment funds to support roadway improvement projects.

Two other funding sources are Federal Demonstration Project and County Sales tax funding. The Southern California Association of Government (SCAG) has completed a Port Access Study which identifies Hueneme Road/Rice Avenue as the eastern-access truck route. Currently, SCAG is working to place improvements to this route in position to receive Demonstration Project funding through the Surface Transportation Assistance Act. Finally, preliminary efforts have been made to place a sales tax increase for transportation improvements before county voters. If successful, such a program would provide significant funding to the City of Oxnard for roadway improvements. It is important to note that neither of these potential sources has been secured and any revenues they may generate have not been specifically included in the consideration of the proposed circulation system.

D. Transit and Transportation Demand Management Programs and Strategies

1. Public Transit

In order for mass transit to play a more effective role in Oxnard's transportation network, it will be necessary for the City to take a more aggressive approach to improving transit service and expanding SCAT's service within Oxnard as well as between Oxnard and the City of San Buenaventura. Specifically, existing transit routes should be made less circuitous, schedules made more regular, and a pass program developed in an effort to attract new riders, especially commuters. Additionally, new routes should be operated in the City's newly developing areas, such as the Northeast Industrial Area, Ormond beach, and the Town Center. This type of improvement and expansion program could be the cornerstone of the City's multi-modal solution to potential future traffic problems.

While the automobile may predominate in the future, it does not meet the needs of certain groups within the population. These include the poor, youth, elderly and the handicapped. Transit system studies need to consider these individuals, either to provide the initial service or to improve existing service. In addition, transit service can be improved to more conveniently provide transportation to and from work.

The following programs shall be implemented to support transit service to Oxnard residents:

- o Development of a Transit Pass Program
- o Continued provision of transit facilities in new development
- o Provision of additional transit services appropriate to meet the commuting needs of the developing commercial and industrial centers within the City.
- o Proposed developments shall be required to include transit facilities, such as bus benches, shelters, pads or turn-outs, where appropriate, in their improvement plans

- o Employment generating developments shall be required to provide incentives to employees to utilize public transit services.

2. Transportation Demand Management

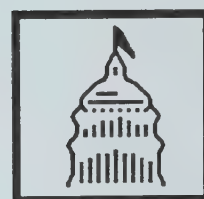
As part of its effort to maintain an adequate level of service on its roadways and reduce the level of automobile emissions, the City has been implementing a range of transportation demand management (TDM) strategies through the development review process. These strategies seek to reduce the demand on the roadway system by encouraging greater transit use, carpooling, vanpooling, bicycling, walking and the formation of transportation management associations. These strategies have included activities such as ridematching as well as installation of facilities such as bike lockers, bike racks and showers. These strategies have recently been augmented by the adoption of a TDM Program by the Ventura County Air Pollution Control District (APCD). This "Trip Reduction Program," also referred to as Rule 210, represents the most formalized and comprehensive TDM program ever adopted in Ventura County. Rule 210 will be implemented in phases and by the year 1992 shall require all employers with fifty or more employees to attain a 1.35 average vehicle ridership level during the morning peak period. The City of Oxnard supports this effort by the APCD to improve air quality and reduce congestion during peak commute periods.

In addition to Rule 210, the City of Oxnard is developing its own TDM program aimed at smaller employers with 25-50 employees as well as "employment centers" such as large office buildings or business park sites. Elements of such a Transportation Demand Management program could include:

- o Direct financial incentives for employees who carpool, vanpool, buspool, use public transit, walk or bicycle
- o Pay parking for drive alone commuters and full or partial subsidization of parking for ridesharing employees
- o Preferential parking for ridesharing vehicles

- o Facility improvements which provide preferential access and/or egress for ridesharing vehicles
- o Personal rideshare matching and/or active use of a computerized rideshare matching service such as Commuter Computer
- o Use of fleet vehicles to support a guaranteed-ride-home program for ridesharing employees in emergency situations or unanticipated overtime
- o An on-site day care facility
- o Facility improvements to encourage bicycling and walking (showers, bike racks, or lockers, etc.)
- o Flexible work schedules for transit users, bicyclists, and pedestrian commuters
- o Compressed work weeks such as 4/40 or 9/80 work schedule where on average employees report to work fewer days per week.

In tandem with the APCD's Rule 210, the City's TDM effort will create a comprehensive program which will yield benefits for the City of Oxnard as well as the region.



VIB. Public Facilities

VIB. PUBLIC FACILITIES ELEMENT

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VIB. PUBLIC FACILITIES ELEMENT

INTRODUCTION

Government Code Section 65302(b) requires the general plan to contain a description of the general location and extent of existing and proposed "local public utilities and facilities, all correlated with the land use element of the plan." Although these issues are frequently included in a circulation element, this 2020 General Plan treats them separately in this Public Facilities Element.

SETTING

A. Solid Waste Disposal

1. Existing Waste Disposal

The City of Oxnard currently collects and disposes of approximately 129,000 tons of refuse annually at the Bailard Landfill, located just outside

the Oxnard City limits near Victoria Avenue and Gonzales Road, which is operated by the Ventura Regional Sanitation District (VRSD). The Bailard Landfill has a capacity of approximately 6.7 million cubic yards or the equivalent of approximately 3.045 million tons. The landfill is projected to reach capacity in approximately 6 years, but the expiration of its operating permits may close the facility sooner.

The Bailard Landfill has three permits for solid waste disposal. The soonest to expire of these permits, one issued by the State Regional Water Quality Control Board, expires in May, 1993. However, the VRSD is currently working with the State Water Quality Control Board, the County of Ventura and the State Waste Management Board to extend the life of the Bailard site. Several land uses proposed in close proximity to the existing Bailard Landfill could create problems with respect to its continued operation, depending upon the timing of development of such uses. If the landfill operation were restricted, hampered, or prematurely closed due to land use conflicts, landfill capacity in Ventura County would be further reduced, creating a significant solid waste impact.

The VRSD is also in the preliminary stages of planning for construction of a Materials Recovery Facility (MRF) in the western Ventura County area. The MRF would accept all refuse from Oxnard and several other cities in western Ventura County. Depending on the ultimate size of the MRF facility it could be capable of recycling 50% to 80% of the refuse brought to it. As currently planned, the remaining refuse would be hauled to another landfill site in Ventura County.

Should VRSD be unsuccessful in extending the Bailard Landfill permit, and also be unsuccessful in building and operating the MRF, the City has several other options. Refuse could be hauled to the Toland Landfill (also operated by VRSD) or to the Simi Valley Landfill (operated by Waste Management, Inc.). Waste Management, Inc. has also applied for a permit to operate a landfill in Weldon Canyon (the Ojai/Oakview area). If the permit is approved, the site could accept refuse in Western Ventura County for 40 to 50 years.

The City anticipates that it will continue to provide public refuse collection services in the future. Customers pay user fees (monthly rates) for collection and disposal services. These user fees plus Solid Waste Fund reserves will be used to purchase additional equipment and provide additional staff to serve new customers.

2. Projected Future Needs

Waste generation in Oxnard is expected to double by the year 2020, to about 330,386 tons/year. Recent trends in Ventura County, however, show even higher growth. If these trends continue, and if the Weldon Canyon project is not approved, landfill capacity within Ventura County could be exceeded prior to buildout of the 2020 General Plan. With the recent enactment of the California Integrated Waste Management Act, cities and counties will be required to reduce future solid waste generation by 25% in 1995 and 50% by 2000.

B. Hazardous Waste Disposal

1. Existing Conditions

The County of Ventura and Incorporated Cities Hazardous Waste Management Plan estimates that approximately 12,609 tons of hazardous wastes per year are generated within the City of Oxnard. There are no Class I (hazardous) landfills located in Ventura County. These wastes are currently being exported from the County and taken either to disposal, treatment or recycling facilities located in other counties. Users and producers of hazardous wastes and materials must obtain permits through the County. These permits must specify the types and amounts of materials used and how they will be transported, stored, used and disposed. Hazardous waste production by land use categories are presented below in Table VIB-1B.

TABLE VIB-1
HAZARDOUS WASTE PRODUCTION IN OXNARD

<u>Land Use</u>	<u>Annual Tons</u>	<u>Percent</u>
Residential	84	0.6%
Industrial	8,743	69.4%
Commercial	<u>3,742</u>	<u>30.0%</u>
Total:	12,609	100.0%

2. Projected Future Needs

Present day volumes would be anticipated to double by the year 2020 under the 2020 General Plan. The Tanner Bill requires each County in the State of California to prepare a County Hazardous Waste Management Plan (CHWMP). The City Council approved the plan on January 24, 1989. The plan contains information on current hazardous waste generation patterns and volumes, treatment facilities currently in existence, an assessment of the need for a treatment or disposal facility for hazardous wastes, and hazardous waste goals and policies through the year 2000. The 2020 General Plan policy to implement the CHWMP at the City level is an important component of hazardous waste management by the City of Oxnard. However, significant volumes of hazardous waste could continue to be produced in Oxnard, unless the City adopts policies regarding the minimization of hazardous waste generated. The generation of potentially hazardous materials is further enhanced by the substantial amount of industrial and business research park uses envisioned in the 2020 General Plan. Although it is not currently known what specific types of businesses will occupy the industrial space, such land uses typically produce an array of potentially hazardous materials.

C. Wastewater System

1. Existing Collection and Treatment System

The City of Oxnard currently provides wastewater collection and treatment services through the Public Works Wastewater Division. The Oxnard Wastewater Treatment Plant (OWWTP) services the City of Oxnard, City of Port Hueneme, the U.S. Navy Construction Battalion Station, the Point Mugu Naval Air Station, and some limited adjacent areas.

The OWWTP has a current design capacity of 22.6 million gallons per day, with a rated capacity of 25.0 million gallons per day. Current usage ranges from 18 to 19 million gallons per day. The City is currently in the process of expanding the OWWTP. By 1991, Phase I of the expansion program will be completed and the plant will have an average dry weather flow (ADWF) capacity of 31.7 million gallons per day and a peak wet weather flow (PWWF) capacity of 68.2 million gallons per day. Ultimate capacity following completion of Phase II of the program (approximately 2000) will be 39.6 million gallons per day (ADWF) and 75.4 million gallons per day (PWWF). Phase II will be timed according to actual treatment demands experienced at the OWWTP, but it is presently expected to be operational by the year 2000.

The OWWTP has an ocean outfall pipe consisting of three sections. The first section, beginning at the effluent pumping station, consists of 868 feet of 48-inch diameter reinforced concrete pipe. This is followed by 1,600 feet of 30-inch diameter cast iron pipe. Finally, there is a 5,200 foot section of 48-inch diameter reinforced concrete pipe of which the terminal 1,016 foot portion is comprised of a diffuser section (i.e., the concrete is slotted or perforated to allow diffusion of the effluent into the ocean waters). The final section of the pipe limits the actual capacity of the system to 50 million gallons per day and therefore Phase I of the plant expansion program incorporates a flow equalization facility to limit maximum plant outfall capacity to an average of 50 million gallons per day.

The sizing of the flow equalization facility will accommodate the peak anticipated flows even with the Phase II expansion and ultimate plant capacity of 75.4 million gallons per day (PWWF).

There are presently some lines in the sewer collection system that are at capacity. Work on the eastern trunk line project should be completed in Spring 1990 and will provide adequate sewer line capacity for the next 5 to 10 year period.

The City has established the Wastewater Conveyance Fund to pay for operations, maintenance and capital costs of the wastewater collection system, and has established the Wastewater Treatment Plant Fund to pay for operations, maintenance and capital costs of wastewater treatment. The City has also used State and Federal grants to pay for a portion of the Wastewater Treatment Plant Expansion. The City also collects sewer connection fees, and/or requires developers to build improvements, to expand the wastewater collection system to service new customers. A Sewer Master Plan has been developed by the City to coordinate future expansion and upgrading.

2. Projected Future Needs

The capacity of the expanded OWWTP will be adequate to handle projected commercial needs based on the City of Oxnard 1985 Growth Area Forecast and residential needs based on the current 208 Plan population forecasts, (which are higher than the population forecasted for the 2020 General Plan). (See **Table VIB-2.**)

It should be noted that the OWWTP Expansion EIR assumed a population of 232,050 for Oxnard in the year 2014, which is 40% higher than the anticipated 2020 General Plan population for the year 2020 of 164,936. Therefore, the 2020 General Plan build-out could be accommodated by planned OWWTP capacity.

TABLE VIB-2
WASTEWATER TREATMENT PLANT CAPACITY

<u>Year</u>	<u>ADWF</u> ^{1/}	<u>PWWF</u>
CURRENT	22.60	54.5
Phase I (1991)	31.70	68.2
Phase II (2000)	39.60	75.4

^{1/} In Million Gallons per Day.

Source: City of Oxnard Wastewater Treatment Plant Expansion EIR (1986).

D. Water System

1. Existing Water Usage

Water customers serviced by the City of Oxnard currently use approximately 21,600 acre-feet of water per year. The majority of the water (14,400 acre-feet) is purchased from the Calleguas Water District (CWD), which in turn purchases water from the Metropolitan Water District of Southern California (MWD). The City also pumps approximately 5,700 acre-feet from the United Water Conservation District (United) wells, and pumps approximately 1,500 acre-feet from City wells.

Both the CWD and MWD have continually assured the City that water supplies will be available in the future. The City does not, however, have an existing agreement to guarantee water supplies from United, the CWD or MWD, nor does the City own an entitlement to water from any of these Districts. The City does have a contract with United to purchase a minimum of 5,700 AFY of water without penalty. Currently, if City or United wells were to have production limited or discontinued as part of local groundwater management requirements, the City could purchase additional water from the MWD or CWD.

In anticipation of growing water demands, the CWD is presently enlarging their Springville reservoir from 9 million gallons to 18 million gallons. In order to be able to handle a larger volume of water from the CWD or MWD, the City will need to ensure that the water distribution and transmission system has sufficient capacity to handle the increased water flows. The City is currently in the process of adopting a Water Master Plan through the year 2000 which will address system capacity and water supply management needs and programs. The City Council has adopted an interim Master Water Plan which has been developed to coordinate future expansions and facility upgrades. The plan calls for, among other things, bond measures to provide funds for constructing a 30-inch transmission line from the Springville Reservoir and a fourth Blending Station. Further, the City is working with MWD to address water supply through such programs as injecting surplus water, which would otherwise be wasted, into underground reservoirs for later use.

Daily per capita water consumption rates have ranged from 177 gallons (1976) to 134 gallons (1983). The average per capita consumption is about 155 gallons per day. It may not always be possible to purchase unlimited water from the MWD, through the CWD. If MWD needs to reduce deliveries to its customers at some point in the future, cutbacks in water delivery would likely be uniform for all MWD municipal customers throughout Southern California. The result would be equivalent water supply constraint for all affected communities in the region; the entire water source for any one community (i.e., the CWD and Oxnard) would not be eliminated. Accordingly, it is important for the City to continue its comprehensive water conservation program, and to develop water supply contingency plans.

The City of Oxnard has established a Water Enterprise Fund to pay for operations, maintenance and capital costs associated with water supply and distribution. Operation and maintenance costs are also financed by customer user fees. The City also collects water connection fees and/or requires developers to build improvements to expand the water transmission and distribution system to meet the needs of new customers.

TABLE VIB-3
WATER DEMANDS ASSOCIATED WITH GENERAL PLAN BUILD-OUT

<u>Year</u>	<u>Water Demand (AFY)^{1/}</u>
1989	21,600
2000	26,740
2020	39,750

^{1/}AFY = Acre Feet per Year.

Source: City of Oxnard Water Division

2. Projected Future Water Demand

City Water Division records indicate that water demand is growing at a compound rate of 2% per year. (See Table VIB-3.) To meet this increased demand, the City is expanding the supply system (Springville Reservoir Project) and the distribution system (Blending Station #4 and Water Pressure Separation Vaults) to ensure that enough water can be delivered at adequate fire flow levels as new customers come on line. The ultimate water transmission and distribution system will be capable of delivering approximately 106 cubic feet per second (the equivalent of approximately 68 million gallons per day); this meets fire flow levels required by the State of California.

This expanded system can adequately supply water to the projected population in the City's 2020 General Plan. Future water supplies will continue to come from local wells (about 5%), United (about 25%) and from Calleguas (about 70%), which purchases its water from MWD. The City of Oxnard is a member agency of MWD, and MWD's consistent position has been that water supplies will be available for the future.

E. Storm Drainage System

1. Existing Flood Control System

The City of Oxnard currently uses City storm drain facilities, which are maintained by the Public Works Department--Operations Division, and County of Ventura flood control channels to handle storm water run-off. In addition, it is common practice for agricultural operations to use private underground tile lines to drain perched water from shallow soil zones. These tile lines empty into City storm drains or natural drainage courses. Funding for storm drain maintenance is provided by the City's general fund. The storm drain system is shown on **Figure VIB-1**.

In 1979, the City adopted a Master Plan of Drainage "to assist in making prudent decisions regarding flood protection needs." The plan provides for the following needs: inventory existing facilities, define areas with deficiencies, plan needed facilities, and prepare a strategy for financing recommended works of improvement. The plan accounts for the expected rainfall runoff for a ten-year frequency storm event. The planning boundary for the Master Plan of Drainage encompasses the urbanized core of the City and a portion of the area within the Sphere of Influence, a total of approximately 35 square miles. The plan divides the City into 17 watershed areas each approximately 500 acres or larger in size. These watershed areas are further divided into subareas. Problem areas where flooding currently occurs were identified throughout the urbanized area; poor drainage and shallow inundation in these problem areas is usually attributed to insufficient existing drainage facilities.

The City has three existing flood planning policies. These policies are (1) a 1974 storm drain fund fee of 3 cents per square foot aimed at new development, (2) a requirement that all new development convey water generated by their project and all upstream water to the nearest adequate storm drain facility, and (3) drainage standards defining the appropriate hydrology method and roughness factors for use in all storm drainage conveyance system designs.



GENERAL PLAN



--- VCFCD JURISDICTIONAL CHANNEL

- ① DORIS AVENUE DRAIN
- ② FIFTH STREET DRAIN
- ③ WOOLRY ROAD DRAIN
- ④ OXNARD WEST DRAIN
- ⑤ "J" STREET DRAIN
- ⑥ OXNARD INDUSTRIAL DRAIN
- ⑦ RICE ROAD DRAIN
- ⑧ EL RIO DRAIN
- ⑨ NYELAND DRAIN
- ⑩ SANTA CLARA AVENUE DRAIN
- ⑪ CAMARILLO DRAIN

..... PLANNING AREA

FLOOD CONTROL

Figure : VIB-1



2. Projected Future Needs

The existing storm drain network does not have the capacity to accommodate increased run-off produced by full build-out of the 2020 General Plan. Therefore, while developers are required to convey drainage to the storm drain system and pay appropriate fees, storm drain capacity in the main lines may not be adequate. The Master Plan of Drainage provides for the analysis and control of future project-specific drainage, but policies and requirements should be added to ensure that the need for additional system-wide drainage infrastructure will be adequately assessed at the time of each development.

F. **Public Utilities**

1. Existing Conditions

a. Telephone

The City is within the service area of the General Telephone Company (GTE). GTE considers its current level of service as adequate to meet the needs of the Planning Area.

b. Electricity

The City of Oxnard is located within the service area of the Southern California Edison Company (SCE). The company presently operates two major generating facilities in Ventura County, one near Mandalay Bay and the other at Ormond Beach. The major users of electricity within the County as noted in the SCE 1986 Annual Report are commercial (34%), residential (28%), industrial (23%), public authority-street lighting (9%), resale (4%), agriculture (1%), and other (1%). SCE estimates monthly consumption at 500 kilowatt hours per dwelling unit.

c. Natural Gas

The Southern California Gas Company provides natural gas service to the area through a fixed transmission and distribution system. The major users of gas within the County (1986), described by major sectors, are residential (19%), commercial building agriculture (6%), industrial (11%), and electric generation (64%). The Southern California Gas Company estimates the average consumption per month is 58 therms per dwelling unit.

2. Projected Future Needs

a. Telephone

The General Telephone company does not anticipate any significant service constraints in serving future growth anticipated with implementation of the 2020 General Plan.

b. Electricity

SCE has stated that it does not anticipate any significant service constraints in providing electrical service for future growth anticipated with implementation of the 2020 General Plan. During the early part of 1989, SCE requested contract electrical power producers to increase power output to the maximum to meet anticipated peak loads.

c. Natural Gas

The Southern California Gas Company does not anticipate any problems providing future natural gas services for the future growth planned for by the 2020 General Plan.

G. Parks and Recreation Facilities

Existing and projected park needs are reviewed in the Parks and Recreation Element. The following is a brief summary.

1. Existing Park Facilities

There are a total of 706 acres of existing parks that include Mini-Parks, Neighborhood Parks, Community Playfields, Community Parks, and Special Purpose Facilities. These are described in detail in the Parks and Recreation Element.

2. Projected Needs

Projected needs for parkland are described in detail in the Parks and Recreation Element. In order to fulfill the parks and recreation needs of the additional population anticipated by this 2020 General Plan, the Land Use Element designates sites for an additional 229 acres of Neighborhood and Community Parks and Special Purpose Facilities. Additional policies and programs are set forth in the Parks and Recreation Element.

Some of the Community Park needs in the north portion of the City can be met through additional facilities in the Northeast Community area. Consideration of use of the Coastal Landfill site to meet some additional community recreation needs will also be undertaken prior to a determination of the final level of service for community recreation needs in the northern portion of the City. Community Park recreation needs for the Central area of the City could be enhanced through the reuse of the Oxnard High School site in the event that that facility is relocated. Community park needs for the southern portion of the City could be enhanced through the development of specialized park and recreation facilities in the Ormond Beach area. In addition to these facilities, a trail system is proposed along the Santa Clara River extending into the Coastal Zone and southerly to the Oxnard Dunes and Oxnard State Beach areas.

H. Educational Facilities

1. Existing Schools

The City of Oxnard is served by one high school district (Oxnard Union High School District) and four elementary school districts:

- o Oxnard Elementary School District
- o Ocean View Elementary School District
- o Rio Elementary School District
- o Hueneme Elementary School District.

Figure VIB-2 shows the boundaries of the school districts and the location of existing schools in the Planning Area. The schools and their corresponding alpha-numeric designation are listed on **Table VIB-4**.

Table VIB-5 describes the capacities and current enrollments in the five districts. Combined current capacity for elementary and junior high students is 23,150 while enrollment stands at 24,036. In addition, the City contains Oxnard Community College which is located at the intersection of Rose Avenue and Bard Road. It is a policy of the City to support the establishment of a public four-year university in the western Ventura County area. Any specific proposal for locating a university in the Oxnard area should, however, be considered within the context of the goals and policies of this 2020 General Plan.



GENERAL PLAN



LEGEND

- EXISTING SCHOOLS
- ▨ PROPOSED SCHOOLS
- E ELEMENTARY SCHOOLS
- J JUNIOR HIGH SCHOOLS
- H HIGH SCHOOLS
- P PRIVATE SCHOOLS
- CC COMMUNITY COLLEGE
- ELEMENTARY SCHOOL DISTRICT BOUNDARY

NOTE: OXNARD HIGH SCHOOL DISTRICT INCLUDES ENTIRE PLANNING AREA

..... PLANNING AREA

SCHOOLS AND SCHOOL DISTRICTS

Figure : VIB-2



SCALE



TABLE VIB-4
LIST OF SCHOOLS

Elementary Schools

E-1	Curren, Bernice
E-2	Driffill
E-3	Elm Street
E-4	El Rio
E-5	Harrington, Norma
E-6	Hathaway, Julien G.
E-7	Haycox, Art
E-8	Hollywood Beach
E-9	Juanita
E-10	Kamala
E-11	Larsen, Ansgar
E-12	Lemonwood
E-13	Christa McAuliffe
E-14	Marina West
E-15	Mar Vista
E-16	McKinna, Dennis
E-17	Ramona
E-18	Rio Lindo
E-19	Rio Plaza
E-21	Rio Real
E-22	Rio Vista
E-23	Rose Avenue
E-24	Sierra Linda
E-25	Tierra Vista
E-26	Williams, Fred

Junior High Schools

J-1	Blackstock, Charles
J-2	Fremont, John Chas Int
J-3	Green, E O
J-4	Haydock, Richard B Int
J-5	Ocean View
J-6	Rio Del Valle

High Schools

H-1	Channel Islands
H-2	Hueneme
H-3	Oxnard

Colleges

C-1	Oxnard Community College
-----	--------------------------

TABLE VIB-5
SCHOOL DISTRICT CAPACITIES AND CURRENT ENROLLMENTS

<u>District</u>	<u>Capacity</u>	<u>Current Enrollment</u>
Oxnard Union	10,000	12,500
Oxnard	10,000	12,078
Ocean View	2,550	2,240
Rio	3,000	2,518
Hueneme	7,600	7,200

2. Projected Needs

Implementation of the 2020 General Plan is expected to result in an increase in the number of school-aged children in Oxnard. **Table VIB-6** presents the total student populations within Oxnard anticipated with implementation of the 2020 General Plan.

TABLE VIB-6
STUDENT POPULATIONS ASSOCIATED WITH GENERAL PLAN BUILD-OUT

<u>Year</u>	<u>Elementary/Junior High</u> <u>(Students)</u>	<u>High School</u> <u>(Students)</u>
1989	20,928	10,464
2020	27,160	13,580

In order to meet the educational needs of the Oxnard area, new school and educational facilities will be required. Elementary schools and junior high schools ordinarily accommodate approximately 800 students per facility, while high schools are in the range of 2,250 students. For purposes of the 2020 General Plan, the following average student generation factors have been employed:

Elementary School	0.35 stu./residence
Junior High School	0.15 stu./residence
High School	0.25 stu./residence.

These generation factors are used to assess potential student enrollment and capacity impacts to the school districts for proposed residential development. To meet the projected enrollment at buildout in Grades K through 12, the equivalent of an additional one (1) to two (2) high schools, two (2) junior high schools and five (5) elementary schools will be needed (see **Table VIB-7**). Sites for the required facilities and two additional high schools have been designated at the approximate locations shown on **Figure VIB-2**. Of the four proposed high schools, three are required to accommodate new growth as forecasted by the Oxnard Union High School District, which includes areas outside Oxnard. The fourth is a replacement site for the existing Oxnard High School, which should be relocated due to its proximity to the Oxnard Airport.

TABLE VIB-7
NET STUDENT POPULATION INCREASES
AND NECESSARY SCHOOL FACILITIES

	<u>Additional Students</u>	<u>Schools Necessary</u>
Elementary School	4,361	5.4
Junior High School	1,869	2.3
High School	3,115	1.4

I. Police Services

1. Existing Police Services

The Oxnard Police Department maintains a staff of 174 sworn officers as of 1989 and 82 support personnel based in the Public Safety Building at C Street and Third Street. (See **Figure VIB-3.**) The current facility is near capacity but adequate acreage exists at the site for expansion.

2. Future Needs

The need for additional facilities due to projected growth in the City could be accommodated through expansion of existing facilities.

J. Fire Services

1. Existing Fire Services

The Oxnard Fire Department has a staff of 99 as of 1989 and maintains six fire stations (see **Figure VIB-3**). Current facilities are adequate to serve existing development. Planning is proceeding for the relocation of several stations which will improve response times and service coverage.

2. Future Needs

In order to meet the projected growth, relocated or new fire stations would be required in the following general areas:

- o McWane and Rice
- o Vineyard and Walnut
- o Gonzales and Price

Additional fire engines, ladder trucks, and specialized equipment, such as hazardous materials response units, would be required for any new fire stations.

K. Public Libraries

1. Existing Conditions

The City of Oxnard is currently served by the Central Library located in the Civic Center in the Central Business District and by a branch library located in the South Oxnard Center. The present Central Library is inadequate to serve existing needs; a new Central Library is under construction within the Civic Center complex.

2. Future Needs

With the construction of the new Central Library, this facility will be sufficient to meet future needs. Additional branch libraries are identified in the Northwest Community and Northeast Community Specific Plan areas.

L. Community Centers

1. Existing Conditions

The City of Oxnard maintains three community centers which provide a range of social and recreational services to the surrounding communities. The following is a description of these facilities:

- o Oxnard Community Center/Civic Auditorium Complex -- Activities at the Oxnard Community Center/Auditorium concentrate on fulfilling recreational needs for the greater Oxnard community. The Oxnard Community Center contains a large civic auditorium as well as a variety of meeting rooms which are available to various community groups. Social services such as day care and youth programs are also provided at this facility. The City maintains recreation staff at the facility to coordinate the City's recreation and cultural programs. A large community park surrounds the complex.
- o Colonia Multi-Service Center -- The Colonia Multi-Service Center provides a range of recreational and social services from a facility located adjacent to the Del Sol Community Park. Services on site include a City fire station and housing authority offices as well as County of Ventura and

non-profit organization offices which provide a range of social and health services at this facility.

- o South Oxnard Center -- The newest community center facility is the South Oxnard Center, opened in November, 1989. This facility includes a branch library and child care center as well as meeting rooms and facilities for various senior and youth services and programs. This center is located near the intersection of Bard Avenue and Saviers Road.

2. Future Needs

The existing community center facilities are adequate to serve future needs. A social services center, which may include a homeless center and address other housing and social service needs should be considered adjacent to the new St. John's Regional Medical Center facility in the Northeast Specific Plan Area.

FINDINGS

1. The City of Oxnard's public facilities and infrastructure, with planned expansion programs, are generally sufficient to meet expected growth, but conservation measures would help reduce future demands.
2. Additional schools, library, and social service center facilities will be necessary to meet the needs of additional growth in the City.
3. Additional public safety facilities and equipment will be required to mitigate growth impacts.
4. The City's master plans for water, wastewater and drainage will need to be updated immediately after adoption of the 2020 General Plan.

DEVELOPMENT POLICIES

A. Goals

1. Public facilities and services adequate to serve existing and future development within the City's Urban Service Area.

B. Objectives

1. Ensure a water distribution and storage system adequate for existing and future development.
2. Ensure adequate sanitary sewer and waste water treatment plant capacity to accommodate existing and future development.
3. Reduce solid waste requiring disposal at local landfills and encourage recycling.
4. Provide adequately sized storm drain systems to accommodate existing and future needs.
5. Provide adequate police and fire facilities.

C. Policies

Solid Waste

1. Resource recovery shall be utilized to reduce the amount of solid waste which needs disposal.
2. The City shall work cooperatively with the Ventura Regional Sanitation District, the Ventura County Waste Commission and other Ventura County cities in support of voluntary recycling programs and to establish a regional recycling facility or facilities in Ventura County.
3. The City shall require applicants for discretionary development approval to employ practices that reduce the quantities of wastes generated and promote resource recovery.
4. Development within 1,000 feet of the Bailard Landfill site shall undergo special planning and environmental review by the City to ensure that any proposed land uses do not impinge on the operations or post-closure activities of the landfill. Input from the VRSD and Ventura County Waste Commission shall be included in the review process.
5. The City's recommendation relative to any extension of the life-span of the Bailard Landfill shall take into account impacts on adjacent and downwind land uses which may be adversely affected by continued operation of the landfill.
6. In the event that use of the Bailard Landfill is discontinued in accordance with the Ventura County conditional use

permit in effect at the time of the adoption of this plan and a City or regional transfer facility is proposed within the Oxnard Planning Area, the following criteria shall apply:

- a. Such facility shall be located no closer than 2,000 feet from a property designed for existing or future residential uses; and
 - b. The preferred location for such a facility is within an area previously used for mineral resource extraction provided that there is no adverse environmental impact associated with such a location.
7. The City shall implement or participate in appropriate source reduction and recycling programs to meet mandated waste reduction of 25% by 1995 and 50% by 2000 in accordance with the California Integrated Waste Management Act of 1989.
 8. Prior to entering into a contract with any public agency or private enterprise for the collection, recycling, transfer, or disposal of any component of the City's solid waste stream, the City Council shall first adopt a policy stating the City's intentions relative to using public agency resources versus private business services. The policy shall take into account the short term and long term effects on City fiscal resources and costs as well as costs to residents and business. Any policy to consider private contractual services shall require an evaluation of the effects of a monopoly condition versus competitive bidding and the background of private contractors relative to lawful business practices in other communities.

Hazardous Wastes

9. The City shall consider the establishment of a hazardous waste collection facility within the Northeast Industrial Area in accordance with the draft County Hazard Waste Management Plan (CHWMP). The potential location shall be limited to light manufacturing designated areas east of Rice Avenue and south of Colonia Road. Such a facility shall be allowed only after consideration of an environmental analysis which demonstrates that there will be no adverse ground water or air quality impacts and/or impacts on adjacent land uses.
10. Applicants for proposed expansions or new development of commercial or industrial projects shall prepare a hazardous waste minimization audit as part of the application procedure. A hazardous waste minimization program shall be a condition of approval for such projects.

Wastewater

11. The City should encourage water recycling and resource recovery, where possible, in industrial operations to minimize sewer flows and sewer treatment demands.
12. The City shall continue to monitor the Wastewater Treatment Plant performance and existing sewer treatment demands to determine when to implement Phase II of the expansion program.
13. The City should ensure that proposed developments will not create sewer treatment demands in excess of plant capacity as part of the Five-Year Development Plan and Project Consistency Review process. A sewer capacity study should be conducted for all Level B and C projects to ensure that the proposed facilities are adequate in size. If determined necessary by the study, the proposed facilities will be enlarged. The final sewer improvement plan will be subject to approval by the City of Oxnard Public Works Department.
14. As each new area is developed, the establishment of an assessment district for the funding of sewer improvements should be considered.
15. Development plans shall incorporate adequate on-site and, if necessary, off-site facilities as a condition of approval.

Water System

16. The City shall support the County-wide Water Quality Management Plan, the Sea Water Intrusion Abatement Program, wastewater reclamation, water conservation programs and regional coordination.
17. The City shall promote water conservation in landscaping for City, residential, commercial or industrial facilities and require that such developments incorporate low water demand and drought tolerant plants into landscaping plans.
18. The City shall continue and enhance its voluntary water conservation program, including the mandatory installation of ultra low-flush toilets and reduced flow shower heads and faucets in new development.
19. The City should review water supply and demand as part of the Five-Year Development Plan process. If the City determines that water demand may exceed supply:

- a. The City should formulate and adopt a contingency plan for supplying water to Oxnard water users in the event that current supplies (i.e., purchases from other water districts) are reduced; and
 - b. The City should actively pursue available entitlements, contracts, or legal agreements which guarantee a definite quantity of water to the City. If a firm "supply" figure is identified for the City, the City may proceed to approve new developments commensurate with the guaranteed supply, and should not approve development which would exceed this supply figure.
- 20. The City of Oxnard should continue to investigate the feasibility of utilizing reclaimed water (effluent from the Oxnard Wastewater Treatment Plant) for public open space and recreation area landscape irrigation.
 - 21. The City shall continue the current policy of providing for the upgrading of the water transmission and distribution system in a timely manner to meet anticipated demands.

Storm Drains

- 22. New development shall be designed to avoid impacts to VCFCD facilities.
- 23. New development shall meet adopted standards to avoid impacts from 100 year storm runoff.
- 24. Prior to the approval of any specific project, the City shall determine through the Project Consistency Reports if adequate capacity exists within that part of the drainage network which serves the project. If adequate capacity does not exist, development of the project shall be delayed until planned infrastructure improvements occur, or the developer shall be required to provide the infrastructure improvements necessary to achieve sufficient capacity.
- 25. The City shall support the Flood Control District's assessment of the maximum amount of fees permitted by law to be used to fund VCFCD facilities within the Planning Area.
- 26. The City Public Works Department shall request that the VCFCD provide a copy of the annual report on the five-year Capital Projects Program which includes improvement projects scheduled within the Planning Area and the status of funding for future projects.

27. The City shall revise the Drainage/Storm Drain Master Plan within 24 months of the adoption of the 2020 General Plan. The Master Plan shall specifically address the potential impact on VCFCD facilities based on buildout of the 2020 General Plan and shall develop specific programs which identify the responsibilities of projects within the City to improve VCFCD facilities to accommodate additional runoff or to establish alternate programs such as on or off-site retention in order to avoid impacts on District facilities.
28. Through the Drainage/Storm Drain Master Plan, the City shall utilize the VCFCD's runoff methodology for the purposes of determining impacts on VCFCD facilities.

Public Utilities

29. The General Telephone Company will acquire the necessary right-of-way for its lines. Any special requests, other than for the provision of services, such as undergrounding, would be at the expense of the developer for each different development.
30. Any services and facilities will be built in accordance with the Southern California Edison Company's policies and extension rules on file with the California Public Utilities Commission.
31. All services and facilities built will be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission and federal regulatory agencies.
32. Any mains not installed in the public right-of-way will require easements.
33. Encourage the use of solar space and water heating technologies to lessen the demand for fossil fuels.

Schools

34. The City shall continue to collect development fees for school district use from commercial, industrial and residential development.
35. The City will work with the school district to select sites for new facilities to assure that the number, type and location of school facilities is commensurate with City growth.

Police Services

36. The City will monitor the need for additional facilities as part of the Five-Year Development Plan.

Fire Protection

37. In order to maintain a 3-minute response time for fire department emergencies, the City shall provide either relocated or new fire stations.
38. The City shall consider establishing new substations as shown on the Public Facilities Map as needed. The specific timing and staffing of such stations shall be incorporated into the City's Five-Year Development Plan.

D. Plan Proposals

The City's 2020 Community Facilities Plan is shown on **Figure VIB-3**.

IMPLEMENTATION MEASURES

A. Correlation of Public Facilities Improvements and Land Use

1. Specific Public Facilities Improvements

The development provided for in the Land Use Element has been correlated with a specific set of public facilities improvements identified by location and by specific type of improvement (see **Figure VIB-3**).

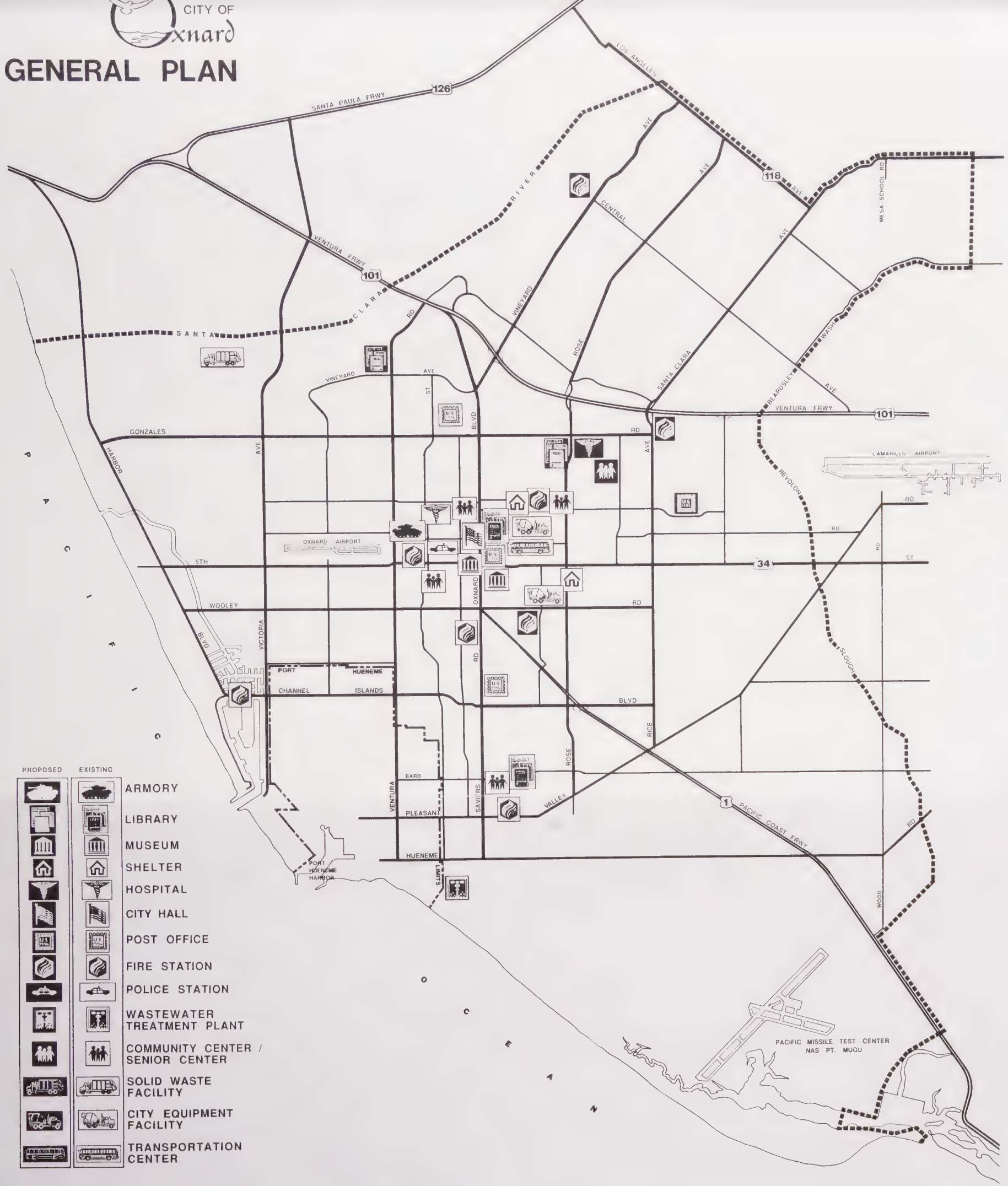
2. Public Facilities Phasing Plans

The Growth Management Element provides that a "Capital Facilities Impact Evaluation" will be conducted as part of the Project Consistency Report process. Every major project listed as a Level B or Level C type of development will be required to identify a comprehensive capital facilities program. In this way, all major projects will identify public facilities phasing plans for long-term development that are correlated with the Growth Management Program.

FIGURE VIB-3

2020 COMMUNITY FACILITIES

GENERAL PLAN



- | PROPOSED | EXISTING | |
|----------|----------|----------------------------------|
| | | ARMORY |
| | | LIBRARY |
| | | MUSEUM |
| | | SHELTER |
| | | HOSPITAL |
| | | CITY HALL |
| | | POST OFFICE |
| | | FIRE STATION |
| | | POLICE STATION |
| | | WASTEWATER TREATMENT PLANT |
| | | COMMUNITY CENTER / SENIOR CENTER |
| | | SOLID WASTE FACILITY |
| | | CITY EQUIPMENT FACILITY |
| | | TRANSPORTATION CENTER |

2020 COMMUNITY FACILITIES MAP

Figure: VIB-3



B. Public Facilities Funding Program

The City of Oxnard currently utilizes several types of funding sources for its public facilities projects. These sources include the following:

1. Sewer Connection Fees

Funding for sewer system improvements is derived from a combination of general fund monies and sewer connection fees. Sewer connection fees are assessed for every new development, and consist of two components: (1) treatment plant expansion; and (2) conveyance system improvements. The developer is also required to provide on-site sewer lines, and to extend or improve off-site sewer lines where necessary to serve that particular proposed development. Off-site improvements costs borne by the developer are credited toward their connection fees.

2. Water Enterprise Fund

The City of Oxnard has established a Water Enterprise Fund to pay for operations, maintenance, and capital costs associated with supply and distribution of water. Operation and maintenance costs are financed by customer user fees. The City also collects water connection fees, and/or requires developers to build improvements, to expand the water transmission or distribution system to service new customers.

3. Storm Drain Fund Fee

The City requires developers to contribute drainage system fees, and to convey project-specific and upstream run off to a City drainage facility.

4. Quimby Fees

The Oxnard City Code (Chapter 27 - Article 12) requires that, as a condition of approval of any residential subdivision map, a developer shall

either contribute land for the development of park sites or pay fees, according to a fee structure determined by the City, for the acquisition and development of park sites. Parkland acquires in this manner is based on a factor of 2.5 acres required for every 1,000 residents. These "Quimby fees" are provided for under California Government Code Section 66477.

5. Park Improvement Tax

The Park Improvement Tax provides funds for acquisition, development and improvement of City park and recreational facilities. The amount is based on the number of bedrooms in new developments.

6. School Fees

The City collects development fees for school district use. Fees are \$1.50/sq. foot for residential development and \$0.25/sq. ft. for commercial industrial uses. Assuming full buildout of the 2020 General Plan, fees would approximate the following:

<u>Type</u>	<u>Amount</u>	<u>Fee</u>	<u>Total</u>
Commercial	8.956 MSF	\$0.25/SF	\$ 2,239,000
Industrial	39.141 MSF	\$0.25/SF	\$ 9,785,250
Residential	12,462 units (1)	\$1.50/SF	<u>\$20,562,300</u>
			\$32,586,550

(1) Assuming an average of 1,100 square feet per unit.

These are the maximum rates allowed by current state legislation. The fees collected are allocated 55% to the elementary school districts and 45% to the high school district.



VII. Open Space/Conservation

VII. OPEN SPACE/CONSERVATION ELEMENT **TABLE OF CONTENTS**

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VII. OPEN SPACE/CONSERVATION ELEMENT

INTRODUCTION

Every general plan must contain an Open Space Element for the comprehensive and long-range preservation and conservation of open-space land. "Open-space land" is defined by Section 65560(b) of the Government Code as "any parcel or area of land or water which is essentially unimproved and devoted to an open-space use" and includes any of the following:

- o Open Space for Natural Resources
- o Open Space for the Managed Production of Resources
- o Open Space for Outdoor Recreation
- o Open Space for Health and Safety.

In developing their Open Space Element, cities are also required to consider:

- o Demands for trail-oriented recreational use
- o Demands in developing specific open-space programs
- o The feasibility of integrating city and county trail routes with appropriate segments of the California Recreational Trails System.

The local open space plan must also contain an action program consisting of specific programs that the local legislative body intends to pursue in implementing its open space plan.

The Open Space Element was first required to be a part of city and county general plans in 1973. With the exception of the Land Use Element, the Open Space Element is broadest in scope. The Open Space Element overlaps the issues of agriculture, natural resources, recreation, and enjoyment of scenic beauty discussed in the Land Use Element; the concern for preservation of natural resources and managed production of resources discussed in the Conservation Element; and the question of open space for public health and safety discussed in the Safety Element.

The Conservation Element has also been required since 1973 for the purpose of establishing a management plan for natural resources to prevent waste, destruction and neglect. It provides for the "conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources." The Conservation Element may also cover:

- o Reclamation of land and waters
- o Prevention and control of the pollution of streams and waters
- o Regulation of the use of land in stream channels and other areas required to accomplish conservation plans

- o Prevention, control, and correction of the erosion of soils, beaches, and shores
- o Protection of watersheds
- o Location, quantity and quality of the rock, sand and gravel resources
- o Flood control.

The Conservation Element overlaps several categories of the Open Space Element. As a result of this overlap and interdependency, the Open Space and Conservation Elements have been combined, as permitted under State law.

SETTING

A. Open Space for the Preservation of Natural Resources

The City of Oxnard has a wide variety of natural resources and unique habitats, such as coastal beaches, wetlands, riparian and dune areas. (See **Figure VII-1.**) The most important biological resources in Oxnard are concentrated in the Coastal Zone, which includes portions of the Santa Clara River, McGrath Lake, and Magu Lagoon. In addition, Calleguas Creek and Beardsley Wash/Revolon Slough run through portions of the Planning Area.

1. Habitat Areas

a. Riparian Habitat

The riparian habitat area is characterized by a sandy flood plain with heavy concentrations of trees, shrubs and water associated plants especially in the areas up from the river mouth. A primary riparian habitat exists at the mouth of the Santa Clara River. Most of the riparian habitat is along the southern bank of the river between the main channel and the flood control levee. Dense growths of willows, giant reeds, and grasses provide a habitat for a variety of birds and small mammals.

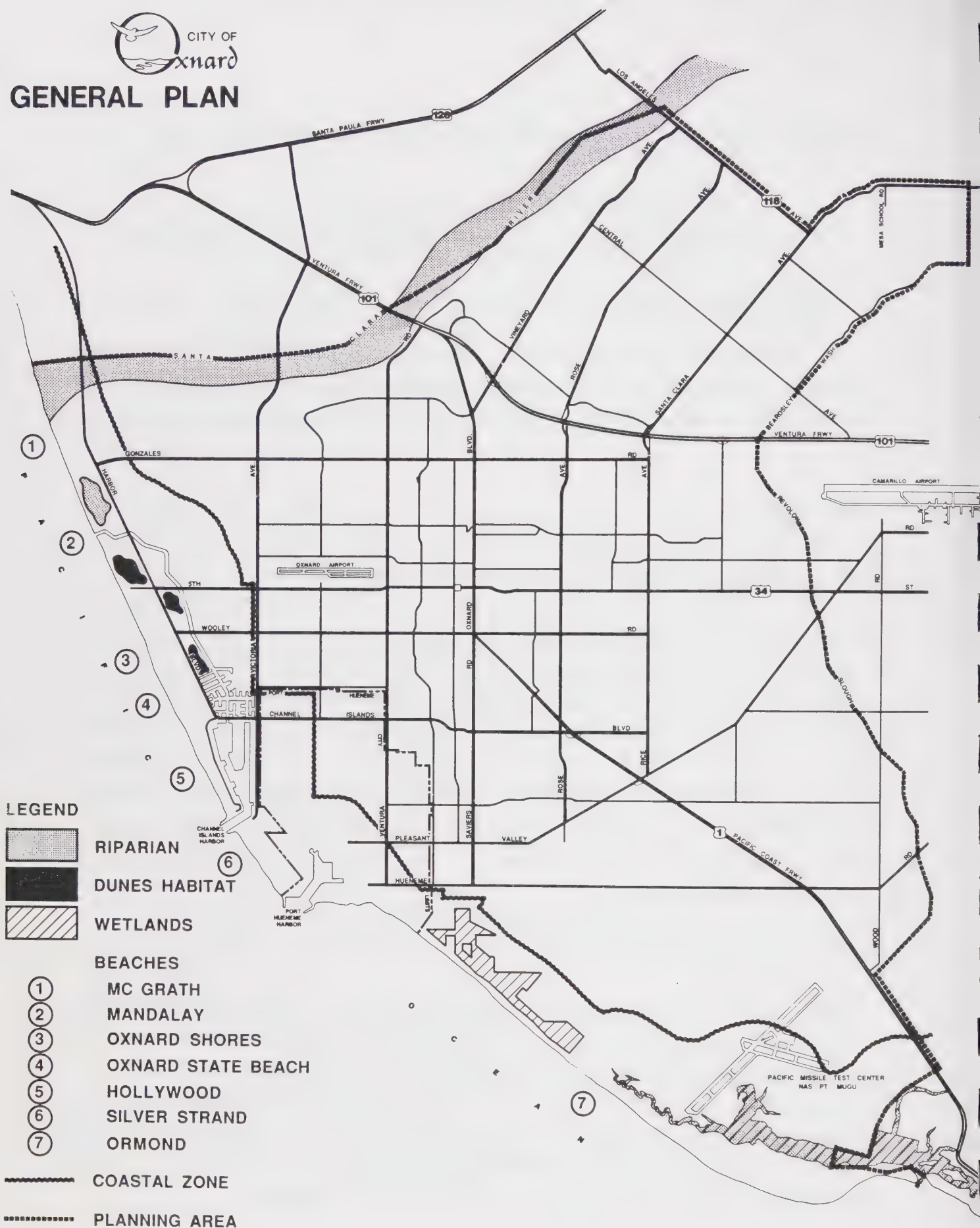


Figure: VII-1

NATURAL RESOURCES



During periods of low river flow, a sand bar forms at the mouth of the river, blocking all direct flow to the ocean and creating a lagoon between the river mouth and the Harbor Boulevard bridge. This lagoon has been recognized as a primary migratory stop-over and breeding ground for waterfowl and shorebirds. It is also one of three identified active nesting sites in Ventura County for the endangered California least tern. Other endangered bird species sighted in the area include the brown pelican, the southern bald eagle, the peregrine falcon, and the white-tailed kite. The tidewater goby is a threatened fish species in the lagoon.

McGrath Lake is a freshwater lake near the beach. The water level is generally constant. The lake provides a riparian habitat for perching birds, small mammals, and shorebirds and also serves as a stop-over for migratory waterfowl.

Dominant plant species in riparian areas include those presented in **Table VII-1**. The riparian habitat has one of the most diverse assemblages of wildlife in the area; it supports many species of small mammals, birds, raptors (predatory birds) and reptiles. A partial list of wildlife species commonly found in riparian areas is presented in **Table VII-2**.

One endangered fish, the unarmored three-spined stickleback (*Gasterosteus aculeatus williamsoni*), is present in the upper reaches of the Santa Clara River beyond the San Martinez Grade Canyon, but is not believed to be found in the river in the Planning Area. A non-endangered relative, the partially armored three-spined stickleback (*Gasterosteus aculeatus*) is also found in the Santa Clara River.

A relatively rare, but unlisted reptile, the silvery legless lizard (*Anniella pulchra pulchra*), occurs in sparsely vegetated habitats and is most frequently found along washes and in sand dunes. Its presence in the drier areas is expected.

TABLE VII-1
DOMINANT PLANT SPECIES IN RIPARIAN AREAS

<u>Common Name</u>	<u>Scientific Name</u>
White Alder	<i>Alnus Rhombipolia</i>
Willows	<i>Salix Spp.</i>
Mulefat	<i>Baccharis Glutinosa</i>
Stonefruit	<i>Prunus Spp.</i>
Tree Tobacco	<i>Nicotiana Glavca</i>
Coyote Brush	<i>Baccharis Pilularis</i>

At present, there are no known species of plants or animal life which are endangered and which are endemic to the Santa Clara River in the Planning Area. The endangered peregrin falcon (*Falco peregrinus*), bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), and white-tailed kite (*Elanus leuculus*) have been reported on rare instances in the vicinity of the westerly reaches of the river.

b. Wetlands

The saltwater wetlands association includes three district areas as shown on **Figure VII-1**: the estuary of the Santa Clara River and McGrath Lake; the wetlands at Ormond Beach; and the Mugu Lagoon area.

The wetlands at the estuary of the Santa Clara River were at one time an extensive wildlife habitat and breeding area. The construction of the Ventura Sewage Treatment Plant in 1958 and the Ventura Marina in 1971 significantly reduced its extent. There remains, however, an important remnant of marshland and mudflats which merges with both the riparian habitat and the coastal strand to provide an important ecological complex.

TABLE VII-2
WILDLIFE SPECIES IN THE RIPARIAN AREAS
(PARTIAL LIST)

<u>Common Name</u>	<u>Scientific Name</u>
Mammals	
Muledeer	<i>Odocoileus Hemionus</i>
Bobcat	<i>Lynx Rufus</i>
Coyote	<i>Canis Latrans</i>
Spotted Skunk	<i>Spilogale Putorius</i>
Stripped Skunk	<i>Mephitis Mephitis</i>
Opossum	<i>Didelphis Marsupialis</i>
Raccoon	<i>Procyon Lotor</i>
Longtail Weasel	<i>Mustelia Frenata</i>
Blacktail Jack Rabbit	<i>Lepus Californicus</i>
Reptiles and Amphibians	
Pacific Treefrog	<i>Hyla Regilla</i>
Bullfrog	<i>Rana Cartesbeiana</i>
California Newt	<i>Batrachoseps Attenuatus</i>
California Slender Salamander	<i>Taricha Torosa</i>
Western Fence Lizard	<i>Scelopdrus Occfdentalis</i>
Birds	
Valley Quail	<i>Lophortyx Californicus</i>
Mourning Dove	<i>Zenaidura Macoura</i>
Cooper's Hawk	<i>Accipiter Cooperli</i>
Ducks and Teals	<i>Anas Spp.</i>

The Ormond Beach area has a small amount of wetlands which have been augmented in some cases by the historic development of fresh water impoundments to serve duck ponds. South of these are the extensive wetlands of the Mugu Lagoon which are protected from private development through military ownership.

The Ormond Beach area includes various habitats such as saltwater marshes, brackish water marshes, freshwater marshes, and open water. These areas are collectively referred to by the general term "wetlands" for the purpose of regulations and preservation. The Ormond Beach wetlands are used extensively by migratory waterfowl and other water birds. A total of six special status bird species, one special status fish species, and two special status amphibian species have been identified inhabiting or using these wetlands for forage. These bird species include the California least tern, California brown pelican, Belding's savanna sparrow, American bittern, western snowy plover, and the California black rail. The unarmored three-spined stickleback, an endangered fish species, has been found in drainage ditches at Ormond Beach. The area is a habitat for the red-legged frog and southwestern toad. Two special status plant species, the salt marsh beak and the Ventura marsh milk vetch, are also present. All of these special status species are protected by federal and/or state law.

Typical plant species of the saltwater wetlands association are noted in **Table VII-3**. Aquatic vegetation characteristically surrounds the brackish water of the estuary or lagoon. A frontal sandbar such as those which have become established at the mouth of the Santa Clara River and at Mugu Lagoon is considered typical.

TABLE VII-3
REPRESENTATIVE PLANT SPECIES IN WETLAND AREAS

<u>Habitat Area</u>	<u>Common Name</u>	<u>Scientific Name</u>
Salt Marsh	Pickleweed**	<i>Salicornia virginica</i>
	Glasswort*	<i>S. subterninalis</i>
	Saltgrass*	<i>Distichlis spicata</i>
	Cordgrass	<i>Spartina foliosa</i>
	Jaumea*	<i>Jaumea carnosa</i>
	Saltwort	<i>Batis maritimum</i>
	Alkali health*	<i>Frankenia grandiflora</i>
	Salt cedar*	<i>Monanthochloe littoralis</i>
	Arrow Grass	<i>Triglochin maritima</i>
	Sea-blite	<i>Suaeda californica var pubescens</i>
	Marsh roesmary*	<i>Limonium californicum var mexicanum</i>
	Gum plant	<i>Grindelia stricta</i>
	Salt Marsh fleabane	<i>Pluchea purpurescens</i>
Freshwater Marsh	Cattails	<i>Typha spp.</i>
	Bulrushes	<i>Scirpus spp.</i>
	Sedges	<i>Carex spp.</i>
	Rushes	<i>Juncus spp.</i>
	Spikerush	<i>Heleocharis palustris</i>
	Pondweeds	<i>Potamogeton spp.</i>
	Smartweeds	<i>Polygonum spp.</i>
	Water lilies	<i>Nuphar spp.</i>
	Buttercup	<i>Ranunculus aquatilis</i>
	Water-cress	<i>Nasturtium officinale</i>
	Bur-reed	<i>Sparganium eurycarpum</i>
	Water parsley	<i>Vernanthe sarmentosa</i>
	Naiads	<i>Najas spp.</i>
Brackish Marsh	Alkali bulrush	<i>Scirpus robustus</i>
	Rush	<i>Juncus balticus</i>
	Brass buttons*	<i>Cotula coronopifolia</i>
	Fat-hen*	<i>Atriplex lpatula var hastata</i>
	Olney's bulrush	<i>Scirpus olneyi</i>
	Common tule*	<i>Scirpus acutus</i>
	Common reed	<i>Phragmites communis</i>

* Indicates plant species found at Ormond Beach wetlands

** Codominant plant species at Ormond Beach wetlands

Much of the same wildlife found in the riparian areas may also frequent the saltwater areas; however, the most important wildlife are those species of shore birds and fishes which have no alternative habitat. Some fish species commonly found in wetlands include those on Table VII-4A below. Table VII-4B contains some of the most common bird species.

TABLE VII-4A
REPRESENTATIVE FISH SPECIES IN WETLAND AREAS

<u>Common Name</u>	<u>Scientific Name</u>
Topsmelt	<i>Atherinops Affinis*</i>
Barred Surfperch	<i>Amphistichus Argenteus*</i>
Staghorn Sculpin	<i>Leptodottus Armatus*</i>
Killifish	<i>Fundulus Parvipinnis</i>
Pipefish	<i>Syngnathus Spp.</i>
Arrow Gobi	<i>Clevelandia los</i>
Longjaw Mudsucker	<i>Gillichthys Mirabilis</i>

*Reproduces in the Lagoon or Estuary

The saltwater wetlands of California are in themselves endangered ecosystems. Urbanization pressures along the coast have caused many lagoons and estuaries to be filled and channelized, and, in effect, killed as natural habitats. Consequently, a number of rare or endangered species which are dependent upon those environments are found in the Planning Area.

One endangered plant specie, *Cordylanthus maritimus*,^{1/} has been identified at the mouth of the Santa Clara River. Table VII-5 lists rare and endangered fauna which may be found in at least one of the saltwater wetlands areas.

^{1/} Cal. Dept. of Parks & Recreation, Ventura County Beaches Study (June 1976).

TABLE VII-4B

REPRESENTATIVE BIRD SPECIES IN WETLAND AREAS

<u>Common Name</u>	<u>Scientific Name</u>
Herons and Bitterns	
Black-crowned night heron	<i>Nycticorax nycticorax</i>
Great blue heron	<i>Ardes herodias</i>
Green heron	<i>Butorides virescens</i>
Cattle egret	<i>Bubulcus ibis</i>
Great egret	<i>Casmerodius albus</i>
Snowy egret	<i>Egretta thula</i>
American bittern	<i>Botaurus lentiginosus</i>
Swans, Geese and Ducks	
Mallard	<i>Anas platyrhynchos</i>
Gadwall	<i>Anas strepera</i>
Pintail	<i>Anas acuta</i>
Green-winged teal	<i>Anas crecca carolinensis</i>
Blue-winged teal	<i>Anas discors</i>
Cinnamon teal	<i>Anas cyanoptera</i>
American widgeon	<i>Anas americana</i>
Shoveler	<i>Anas clypeata</i>
Vultures	
Turkey vulture	<i>Cathartes aura</i>
Kites, Hawks and Harriers	
White-tailed kite	<i>Elanus leucurus</i>
Red-tailed hawk	<i>Buteo jamaicensis</i>
Marsh hawk	<i>Circus cyaneus</i>
Falcons	
American kestrel	<i>Falco sparverius</i>
Rails, Gallinules and Coots	
Sora	<i>Porzana carolina</i>
American Coot	<i>Fulica americana</i>
Plovers	
Semipalmated plover	<i>Charadrius semipalmatus</i>
Snowy plover	<i>Charadrius alexandrinus</i>
Killdeer	<i>Charadrius vociferus</i>
Black-bellied plover	<i>Pluvialis squatarola</i>

(continued)

TABLE VII-4B (Cont.)

Sandpipers

Ruddy turnstone	<i>Arenaria interpres</i>
Common snipe	<i>Capella gallinago</i>
Long-billed curlew	<i>Numenius americanus</i>
Whimbrel	<i>Numenius phaeopus</i>
Spotted sandpiper	<i>Actitis macularia</i>
Willet	<i>Catoptrophorus semipalmatus</i>
Greater yellowlegs	<i>Tringa melanoleuca</i>
Less yellowlegs	<i>Tring flavipes</i>
Least sandpiper	<i>Califris minutilea</i>
Dunlin	<i>Calidris minutilea</i>
Short-billed dowitcher	<i>Limodromus griseus</i>
Long-billed dowitcher	<i>Limodromus scolopaceus</i>
Western sandpiper	<i>Calidris mauri</i>
Marbled godwit	<i>Limosa fedoa</i>
Sanderling	<i>Calidris alba</i>

Avocets and Stilts

American avocet	<i>Recurvirostra americana</i>
Black-necked stilt	<i>Himantopus mexicanus</i>

Phalaropes

Northern phalarope	<i>Lobipes labatus</i>
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Gulls and Terns

Western gull	<i>Larus occidentalis</i>
Herring gull	<i>Larus argentatus</i>
California gull	<i>Larus californicus</i>
Ring-billed gull	<i>Larus delawarensis</i>
Glaucous-winged gull	<i>Larus glaucescens</i>
Bonaparte's gull	<i>Larus philadelphia</i>
Heermann's gull	<i>Larus heermanni</i>
Forster's tern	<i>Sterna forsteri</i>
* Least tern	<i>Sterna albifrons</i>
Caspian tern	<i>Hydroprogne caspia</i>

Owls

Barn owl	<i>Tyto alba</i>
Burrowing owl	<i>Speotyto cunicularia</i>
Short-eared owl	<i>Asio flammeus</i>

* Endangered Species

TABLE VII-5
RARE OR ENDANGERED WILDLIFE IN THE
SALTWATER WETLANDS/ESTUARINE HABITAT

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status (List)</u>
Fish		
Tidewater Gobi	<i>Encyclogobius newberryi</i>	Rare (Unlisted)
Birds		
California Least Tern	<i>Sterna albifous browni</i>	Endangered (U.S.)
Belding's Savannah Sparrow	<i>Passerculus sandivrohenis beldingi</i>	Endangered (CA)
Light-Footed Clapper Rail	<i>Rallus longirostris levipis</i>	Endangered (U.S.)
California Black Rail	<i>Latuallus jamaicensis coturmiculus</i>	Rare (CA)
California Brown Pelican	<i>Pelecamus occidentatis</i>	Endangered (U.S.)

c. Beaches and Dunes

Within the Planning Area can be found a full range of beach environments from the intensely used Hollywood and Silver Strand beaches to the fully protected beach areas on the Point Mugu Naval installation. Most of the coastal strand area has a low intensity human use and provides habitat for a number of plant and animal species. The beach areas receiving heavy use basically lack vegetation. Shore birds feeding on marine invertebrates in the sand are the only form of wildlife to be found.

In less trafficked areas a considerable amount of vegetation exists. **Table VII-6** shows typical plant species of the beach and dunes areas. One endangered plant species, *Eriastrum virgatum*, has been identified in this area.

TABLE VII-6
PLANT SPECIES OF THE COASTAL
STRAND/SAND DUNE HABITAT

<u>Common Name</u>	<u>Scientific Name</u>
Natives	
Mock heather	<i>Haplopappur ericoides</i>
Sea rocket	<i>Cakile maritima</i>
San verbena	<i>Abronia</i>
Beach morning glory	<i>Convolvulus Soldanella</i>
Jaumea	<i>Jaumea carnososa</i>
Sea fig	<i>Mesembryanthemum chilense</i>
Beach primrose	<i>Oenothera cheirangthifolia suffructicosa</i>
Sea spinach	<i>Tetragonia expansa</i>
Silver beach weed	<i>Franseria Chamissonis bipinnatisecta</i>
Introduced and Weed Species	
"Dune grass"	<i>Ammophila areuaria</i>
Sweet clover	<i>Metilotus Spp.</i>

Wildlife of the coastal strand association is predominantly that of the salt-water wetlands. These include most of the shore birds identified in the previous section. Several species of shore birds utilize the beach area as a food source.

Sand dunes are found in five areas of the City's Coastal Zone and are mapped on **Figure VII-1**. A 26-acre dune area southeast of the Fifth Street/Harbor Boulevard intersection is an excellent example of this increasingly rare habitat. Sand dune habitats are unique in their ability to survive in the normally transient and energetic environment of the beach

or near-beach. Plants in the dune community have naturally adapted to form dense, well anchored mats which are important for stabilizing the dune structure and arresting the natural migration of the sand. These sand dune plant communities also offer nesting sites for shorebirds and offer forage areas for other bird species and small mammals. Once the plants are disturbed, however, dune migration normally ensues, causing problems for public improvements and creating large expanses of barren areas that are no longer valuable as bird or small mammal habitats. These dunes have been damaged by off-road vehicles, but the damage is not irreparable.

The second area of sand dunes is within the 54-acre parcel located south of Wooley Road between Harbor Boulevard and the Edison Canal. Part of this area has been seriously disrupted by off-road vehicles and grading for agricultural uses, but at least 17 acres have retained their significant habitat value.

A third area of sand dunes is located adjacent to Oxnard State Beach. Low, previously disturbed dunes have reformed in this area. A chain of dunes runs parallel to the beach, from the mouth of the Santa Clara River south to Fifth Street. Most of these dunes are in either McGrath State Beach or the unimproved Mandalay State Beach. The endangered California least tern uses the dunes near the river mouth for nesting sites.

The last area of dunes is located at Ormond Beach. Paralleling the beach beyond tidal action, the low dunes provide nesting sites for a number of bird species, including the California least tern. Disruption caused by off-road vehicles has created a problem here.

2. Water Resources

Water resources in Oxnard include the Santa Clara River, Point Mugu Lagoon, the Port of Hueneme, the Channel Islands Harbor and Mandalay Bay Canal System, and McGrath Lake. (See **Figure VII-1.**) Freshwater and saltwater marshes also exist in or close to the Ormond Beach area.

The City of Oxnard is in the Santa Clara-Calleguas hydrologic unit, one of two major hydrologic units in Ventura County. A hydrologic unit is a geographic area with an independent and integrated system of natural water courses and groundwater basins. In other words, all of the rivers and streams in the unit have watersheds (areas that collect rainwater and direct it to the water course) that are contained within the unit, and groundwater basin boundaries are also limited to areas within the unit.

As shown on **Figure VII-2A**, the Oxnard Planning Area lies almost entirely within the Oxnard Plain Basin and Oxnard Forebay Basin with small portions in the Mound Basin south of the Santa Clara River, and the North La Posas Basin in the northeast. The Oxnard Plain Basin has approximately 7,800,000 acre-feet^{2/} of storage and is mostly confined (covered by an impermeable clay layer). The confined nature of the basin means that rain water or surface water cannot penetrate the surface of the ground and eventually replenish or recharge the basin. Recharge must take place at the margins of the basin, where the clay cap is absent.

The Oxnard Forebay Basin, which is independent of the Oxnard Plain Basin, has 1,200,000 acre-feet of storage, unconfined permeability (no clay cap or impermeable materials exist), and adequate water supplies. Sub-surface flow from the Oxnard Forebay Basin is the principal source of recharge to the Oxnard Plain Basin.

Water returned from agricultural uses degrades overall water quality because of increased mineral concentrations, nitrates, and high levels of total dissolved solids (TDS). Additional threats to surface and groundwater quality include runoff from urban and industrial uses, improperly abandoned water wells and underground storage tanks. The potential for groundwater contamination is higher in recharge areas where the clay cap is absent.

^{2/} An acre-foot is the amount of water that can cover an acre to a depth of one foot (325,581 gallons).



GENERAL PLAN

SOUTHERN VENTURA COUNTY GROUNDWATER BASINS

— DRAINAGE AREA BOUNDARY

- - - - - PLANNING AREA

SOURCE PUBLIC WORKS AGENCY
FLOOD CONTROL

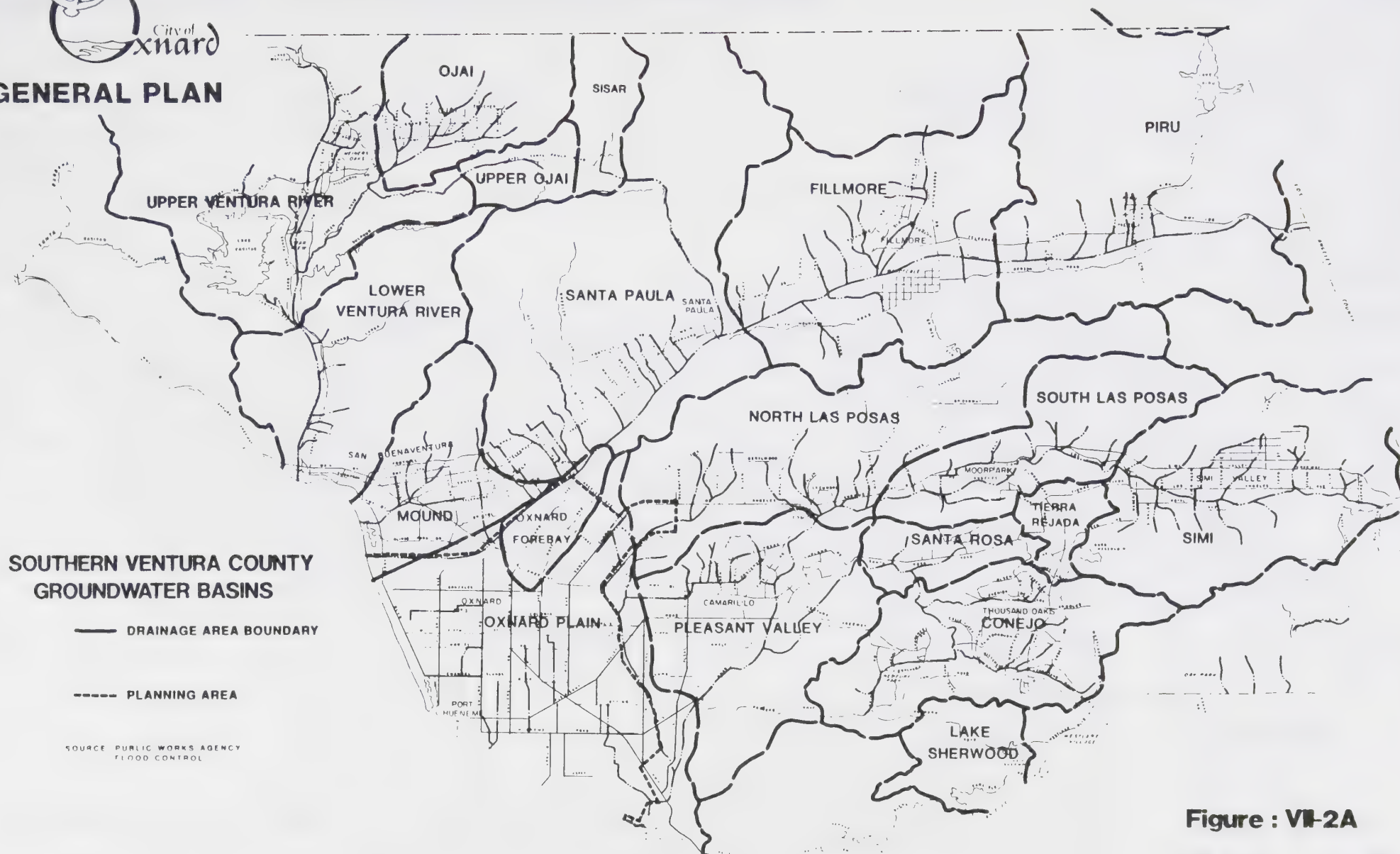
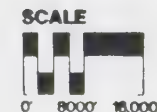
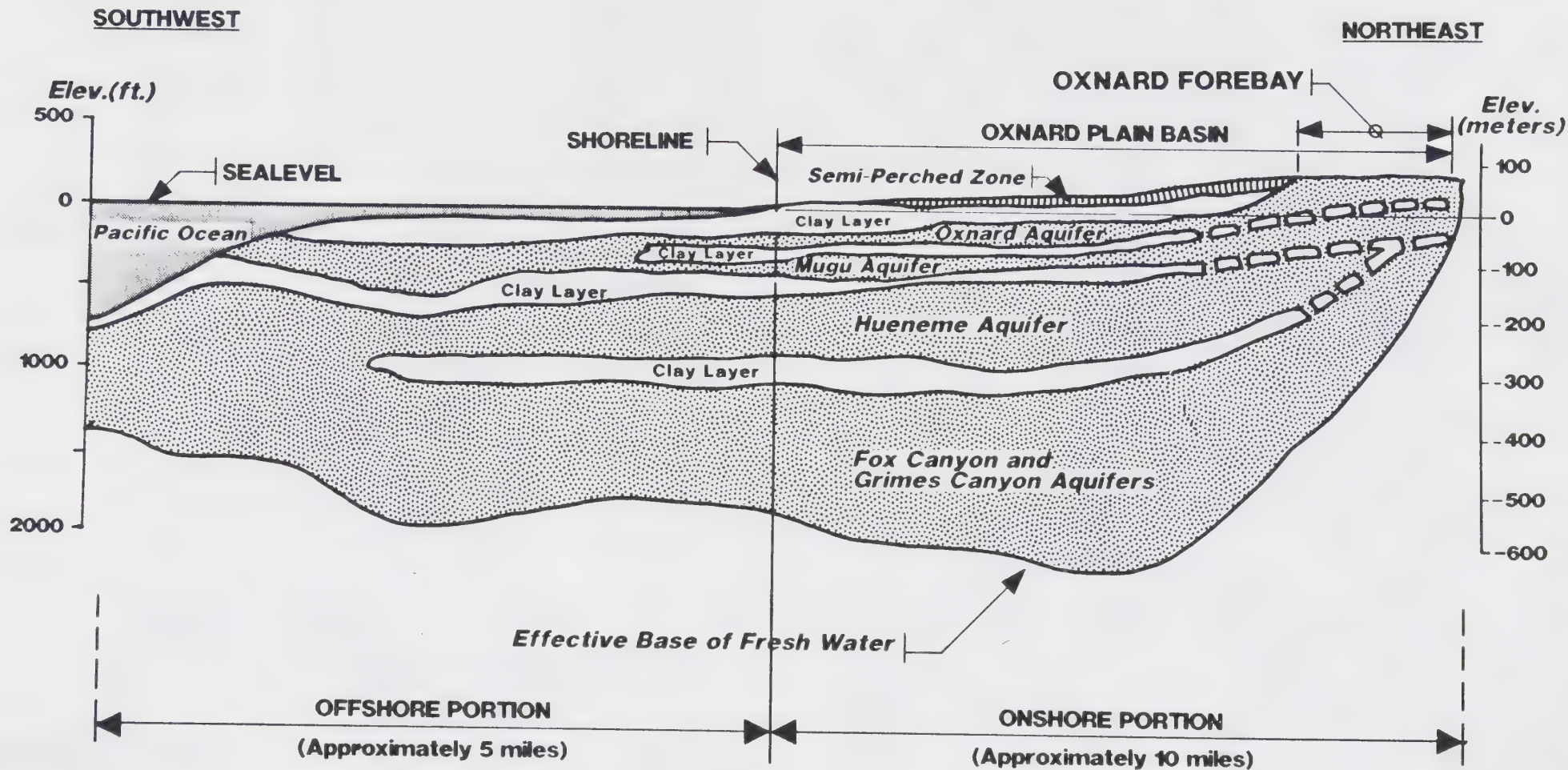


Figure : VII-2A





GENERAL PLAN



OXNARD PLAIN - UPPER AND LOWER AQUIFERS

Figure : VII-2B

The quality of water for the Oxnard area has been observed to be degrading by 1% per year. In 1981, the water quality for the Oxnard Plain Basin and Oxnard Forebay Basin was rated "good" to "injurious" by the Regional Water Quality Control Board (RWQCB) due to high concentrations of dissolved minerals and solids.

The Oxnard Plain Basin is served by five major aquifers (underground water systems), which are shown on **Figure VII-2B**. These are, in order of depth, the Oxnard, Mugu, Hueneme, Fox Canyon and Grimes Canyon aquifers. In addition, there is a shallow unconfined ground body called the semiperched zone. In general, the aquifers are separated from each other by layers of silt or clay having low permeability. Aquifer mergence exists where the low permeability layer is absent. Mergence areas are important since they offer avenues for polluted water to move from one aquifer to another. (See **Figure VII-3**.) Because of extensive mergence areas, the Oxnard and Mugu aquifers have been categorized as the "upper aquifer system," while the Hueneme, Fox Canyon and Grimes Canyon aquifers have been grouped as the "lower aquifer system." The aquifers of both systems are recharged principally by flow from the Oxnard Forebay Basin. The majority of the flow is retained by the Oxnard Aquifer with smaller quantities reaching the underlying aquifers.

As more water is withdrawn from the Oxnard Aquifer each year than is naturally recharged into the aquifer (known as overdrafting) an air space is created which permits the migration of seawater from neighboring soils or causes subsidence of lands overlying the basin. The Oxnard Aquifer is currently being overdrafted at a rate of about 12,400 acre-feet per year, and the overdraft has resulted in more than 22 square miles of the aquifer being intruded upon by seawater. (See **Figure VII-3**.) In the areas of salt water intrusion, the water is no longer suitable for agriculture.

The Fox Canyon Aquifer is located inland of the Oxnard Aquifer. It has unconfined permeability, and currently is not subject to saltwater intrusion. It is currently being overdrafted at the rate of 18,700 acre-feet per year. There is very little recharge to this aquifer,

however, water supplies are extensive and therefore overdraft has not produced significant adverse effects. As part of a program to reduce saltwater intrusion into the Oxnard Aquifer, Ventura County plans to pump water from the Fox Canyon Aquifer and to divert water from the Santa Clara River through a diversion structure (the Vern Freeman structure) to artificial recharge ponds located in the Oxnard Forebay Basin. (See **Figure VII-3.**)

In summary, there are two primary water quality concerns within the Oxnard Planning Area: (1) sea water intrusion into portions of the Oxnard Aquifer due to overdrafting; and (2) increasing mineralization of groundwater. In addition, the use of private wells contribute to the overdrafting problem because their pumping levels are not monitored.

B. Open Space for Managed Production of Resources

These areas include land used for agriculture, mineral and gravel extraction, and oil production. There are no timber resources identified within the Oxnard Planning Area, and therefore no open space lands have been designated for this resource.

1. Agriculture

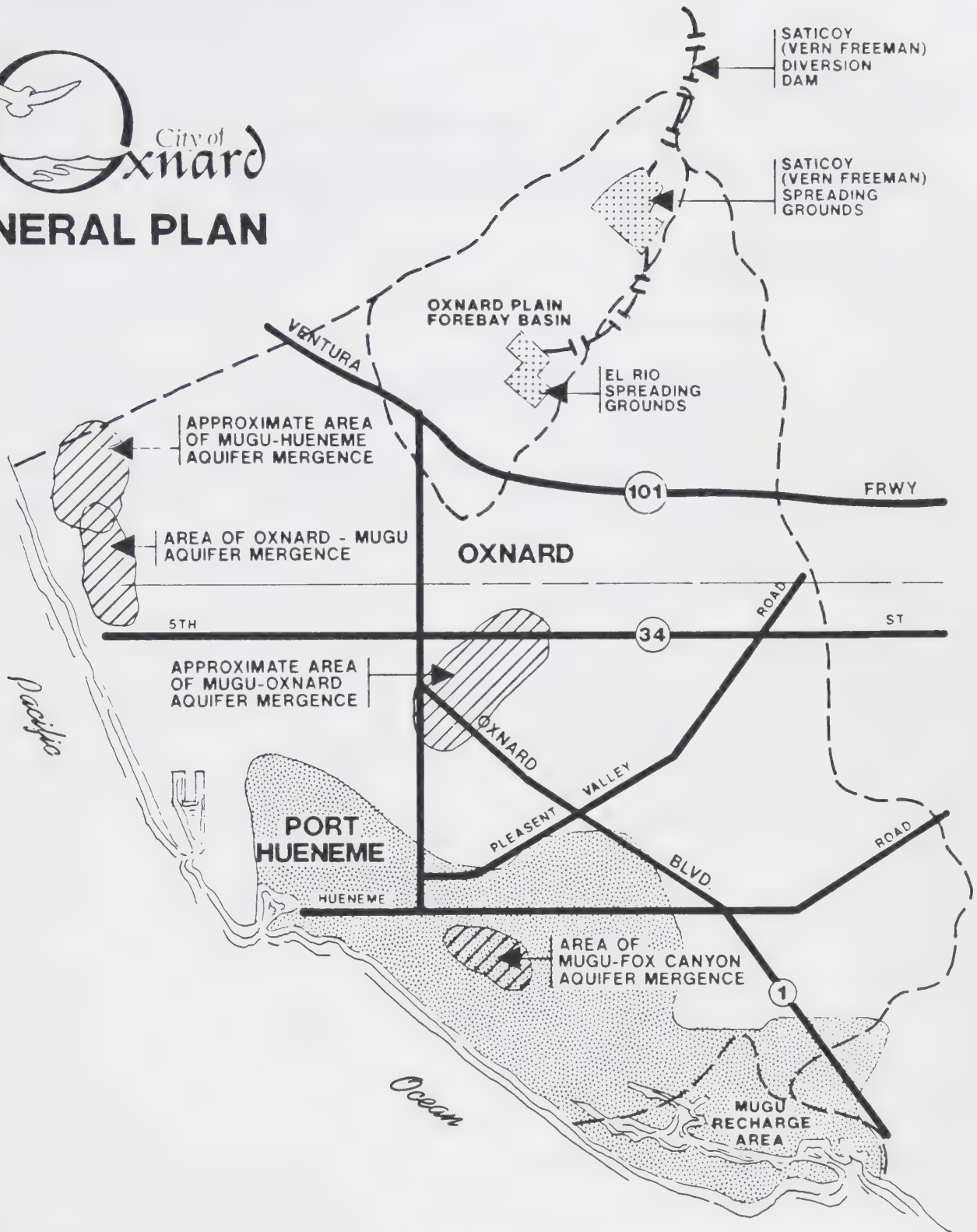
a. Agricultural Soils

The deep, alluvial soils of the Oxnard Plain have been classified by the U.S. Department of Agriculture (USDA) Soil Conservation Service (SCS) to determine soil capability for agriculture production. The SCS mapping program rates the agricultural suitability of soils in terms of both the Land Use Capability Classification System (I-VIII) and the Storie Index (0-100). These are each discussed below.



City of
oxnard

GENERAL PLAN



EXISTING SEAWATER INTRUSION IN OXNARD AQUIFER ZONE

NOTE:
INTRUSION EXTENDS APPROX. 22 SQ. MILES

Figure : VII-3



NORTH

TABLE VII-7
SOILS CAPABILITY CLASSES

<u>Class</u>	<u>Limitation</u>
I.	Few limitations that restrict their use.
II.	Some limitations that reduce the choice of plants or that require moderate conservation practices.
III.	Severe limitations that reduce the choice of plants and/or require special conservation practices.
IV.	Very severe limitations that reduce the choice of plants and/or require very careful management.
V.	Not likely to erode but have other limitations, restricting their use largely to pasture, range, woodland, or wildlife habitat.
VI.	Severe limitations that make them generally unsuitable for cultivation and restrict their use largely to pasture, range, woodland, or wildlife habitat.
VII.	Very severe limitations that make them unsuitable for cultivation and restrict their use largely to pasture, range, woodland, or wildlife habitat.
VIII.	Limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife habitat, water supply, or aesthetic purposes.

Source: U.S. Department of Agriculture Soil Conservation Service.

The SCS Land Use Capability Classification System takes into consideration soil limitations and the way in which soils respond to treatment. Capability classes range from Class I soils, which have few limitations restricting their use for agriculture, to Class VIII soils, which are unsuitable for agriculture. **Table VII-7** includes definitions of the various soil classes.

As **Figure VII-4** illustrates, the majority of soils in the City's Planning Area are Class I and II, which by definition constitute "prime agricultural soils" under the SCS Land Use Capability Classification System. Class III-IV soils are considered "sub-prime," and classes IV-VIII are "non-prime." **Figure VII-4** also shows that only limited areas of Oxnard have soils which are not considered prime agricultural soils.

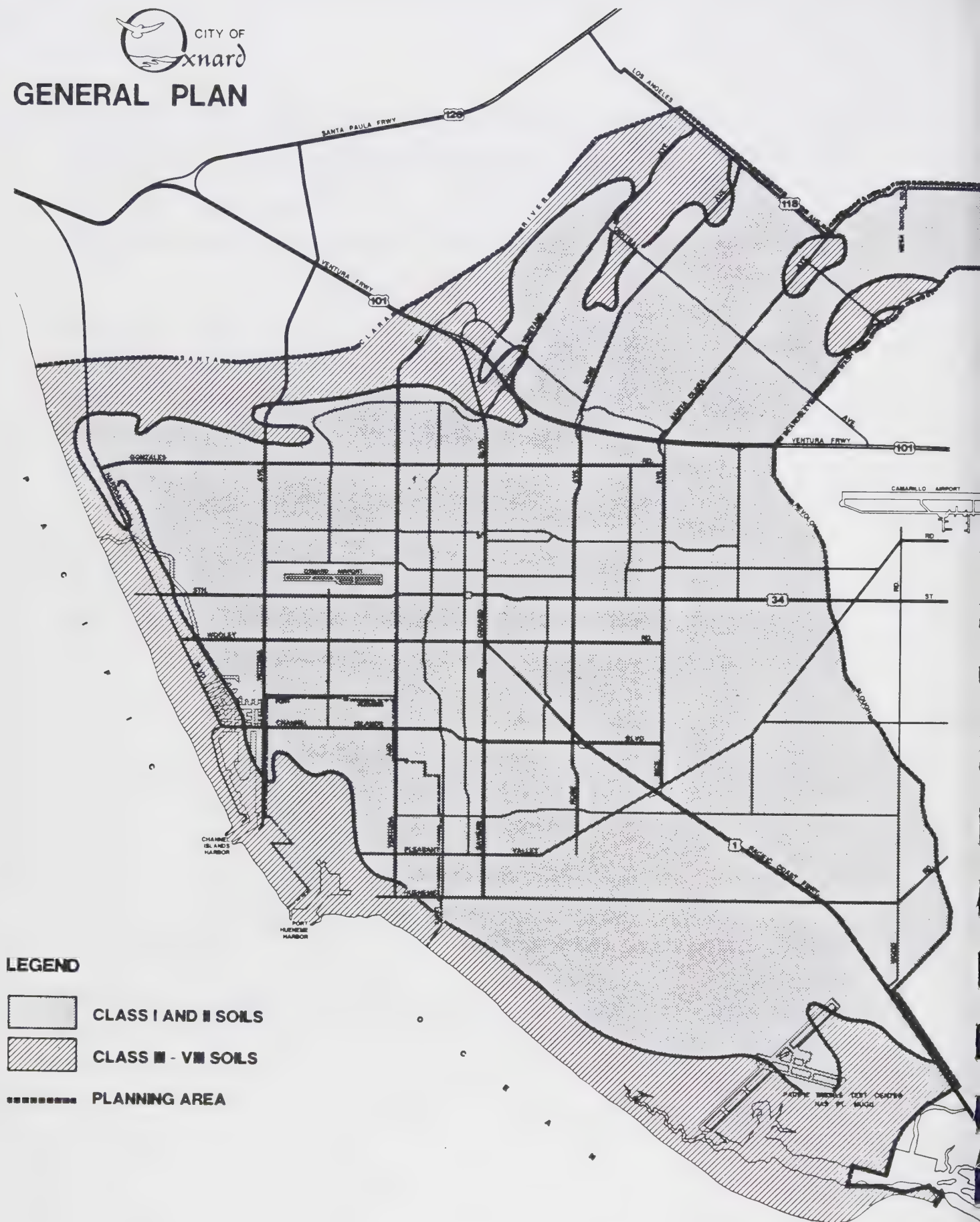
The Storie Index, the second method for soil classification, expresses the relative degree of soil suitability for general intensive farming, based solely on soil conditions and characteristics. The following tabulation shows the six grades and the range of the Storie Index rating:

<u>Grade</u>	<u>Index Rating</u>
1	80 to 100
2	60 to 79
3	40 to 59
4	20 to 39
5	10 to 19
6	Less than 10




Soils in Grade 1 are rated excellent and are very well suited to general intensive farming. Grade 2 soils are rated good and are well suited to general farming. Grade 3 soils are only fairly well suited, Grade 4 soils are poorly suited and Grade 5 are very poorly suited to general intensive farming. Soils and miscellaneous areas that are not suited for farming are in Grade 6.



GENERAL PLAN



LEGEND

-  CLASS I AND II SOILS
-  CLASS III - V SOILS
-  PLANNING AREA

SOIL CLASSIFICATIONS

Figure : VII-4



Most of the agricultural land in the Oxnard area is outside the City limits and 1981 Sphere of Influence. This is due to the conversion of the majority of lands within the Oxnard City boundary to urban uses, removing these prime soils from active agricultural production. A large portion of the existing agricultural land is in the Oxnard-Camarillo Greenbelt.

The following soil associations are present within the Oxnard area, as illustrated on **Figure VII-5**:

- o Pico-Metz-Anacapa Association -- Level to moderately sloping, very deep, well-drained sandy loams and very deep, somewhat excessively drained loamy sands. Soil depth can be up to 60 inches or more. The soils of this association are Class II and Class III and are some of the most productive soils. Their agricultural use is for irrigated vegetables, citrus crops, field crops, strawberries, walnuts, and avocados.
- o Mocho-Sorrento-Garretson Association -- Level to moderately sloping, very deep, well-drained loams to silty clay loams. Soil depth can be up to 60 inches or more. The soils in this association are Class I and Class II, and are some of the most productive soils in the City. Their agricultural use is for irrigated vegetables, citrus crops, field crops, strawberries, walnuts, and avocados.
- o Camarillo-Hueneme-Pacheco Association -- Level and nearly level, very deep, poorly drained loamy sands and silty clay loams. Soil depth can be up to 60 inches or more. The soils in this association are Class II soils and are also some of the most productive in the City. They are used for irrigated vegetables, field crops, lemons, and strawberries. In undrained areas, there is a seasonal water table within a depth of 2 feet and periodically the soils contain soluble salts.
- o Riverwash-Sandy Alluvial Land-Coastal Beaches Association -- Level to gently sloping, excessively drained to poorly drained stratified sandy, gravelly and cobbly material with only a small amount of silt and clay. This soil association is subject to flooding, scouring and deposition during and immediately following storms. This soil association has a Class VIII rating and is unsuitable for agriculture.

GENERAL PLAN



LEVEL TO MODERATELY SLOPING, EXCESSIVELY
DRAINED TO POORLY DRAINED SOILS OF THE AL
LUVIAL FANS.



LEVEL TO MODERATELY STEEP, WELL DRAINED
AND MODERATELY WELL DRAINED SOILS OF THE
TERRACES.



***** PLANNING AREA

Figure VII-5

GENERAL SOILS MAP



- o Ricon-Huerhuero-Azule Association -- Level to moderately steep, very deep, well drained and moderately well drained, very fine sandy loams to silty clay loams that have a slowly and very slowly permeable sandy clay subsoil.

The Camarillo-Hueneme-Pacheco association covers almost all of the area of the City of Oxnard. Limited amounts of the Pico-Metz-Anacapa association are located along the Santa Clara River. A finger of the Mocho-Sorrento-Garretson association extends into the City from the north and is located east of Oxnard Boulevard and north of West Fifth Street. The Riverwash-Sandy Alluvial Land-Coastal Beaches Association is located along the entire coastline of the City. The Ricon-Huerhuero-Azule Association occupies a small area in the northeast portion of the Planning Area.

b. Agricultural Production and Prime Agricultural Lands

The deep alluvial soils of the Oxnard Plain provide a highly fertile natural resource for agricultural production. The availability of water, coupled with the region's unique climate, contribute to a year-round growing season with almost 365 frost free days per year. Within the City's Planning Area, 22,782 acres of land are under agricultural production. Of the 4,194 acres of land to be developed under the 2020 General Plan, approximately 3,531 acres are currently in agricultural use;^{3/} of which all but 198 acres are within the City's 1981 Sphere of Interest. (See **Table VII-8A**). At buildout, a total of 19,251 acres of agricultural land will remain in the Planning Area.

Since the mid-seventies, the total acreage of farmland within Ventura County has stayed fairly stable, at approximately 300,000 acres. Total acres harvested each year throughout Ventura County remains roughly a third of the total farmland available. The overall mix of agricultural crops

^{3/} It should be noted that 311 of these acres which are designated as Public Utility/Energy Facility serve as a buffer area for the Edison Co. generating plant near Ormond Beach and are expected to remain in some form of agricultural or open space use.

within the County has varied over the years, but the top three agricultural crops from 1975 to 1987 have been lemons, strawberries and celery.^{4/}

Past and present agricultural patterns within the Oxnard Planning Area have been similar with respect to the most important crops.

c. Agricultural Land Contracts

The California Land Conservation Act, also known as the Williamson Act, was adopted in 1965. The purpose of the Williamson Act is to encourage the preservation of the state's agricultural lands and to avoid their "premature and unnecessary" urbanization. To implement this legislative objective, the Williamson Act established an agricultural preserve contract procedure by which the county or city could stabilize taxes on certain qualifying lands in return for the owner's guarantee to keep the lands in agricultural preserve status for a ten-year period. Each year, on the anniversary date of the contract, the contract is renewed automatically unless notice of non-renewal is given. Thus, at any given date, each agricultural preserve contract is always operable at least nine years into the future.

There are currently 3,363 acres under agricultural preserve contracts within the City's Planning Area. The contract lands are illustrated in **Figure VII-6** and are listed on **Table VII-8B**.

^{4/}Source: Office of Ventura County Agricultural Commissioner.

TABLE VII-8A
AGRICULTURAL LAND CONVERSION TO URBAN USES

AREA	EXISTING AG LAND	AG LAND CONVERSION	NET AG LAND REMAINING
<u>Study Areas</u>			
1	275	275	0
2	25	25	0
3	475	475	0
5	175	175	0
7	24	24	0
8 (PR)	200 ⁺	50 [*]	150
9	86 ⁺⁺	86 [*]	0
10 (PR)	610 ⁺	12 [*]	598
11	152	0	152 ^a
12	178	0	178 ^a
13 (PR-part)	2,563	0	2,563 ^a
14	185	185	0
15 (PR)	319	50 [*]	269
16	<u>2,506</u>	<u>946</u>	<u>1,560^b</u>
SUBTOTAL (Acres)	7,773	2,303	5,470
<u>Miscellaneous</u>			
NIAD	714	714	0
North of Gonzales	86	86	0
Airport Area	117	117	0
Mandalay Bay	195	195	0
Outside Study Areas 9 and 16 (does not include Game Reserve)	1,228	116	1,112 ^b
Oxnard-Camarillo Greenbelt (exclusive of Study Areas 8, 9 & 10)	<u>12,669</u>	<u>0</u>	<u>12,669</u>
SUBTOTAL (Acres)	15,009	1,228	13,781
TOTAL (Acres)	22,782	3,531	19,251

* Outside 1981 Sphere (198 acres)

+ Within Oxnard-Camarillo Greenbelt (total of 62 acres to be converted)

++ 31 acres within Oxnard-Camarillo Greenbelt (all to be converted)

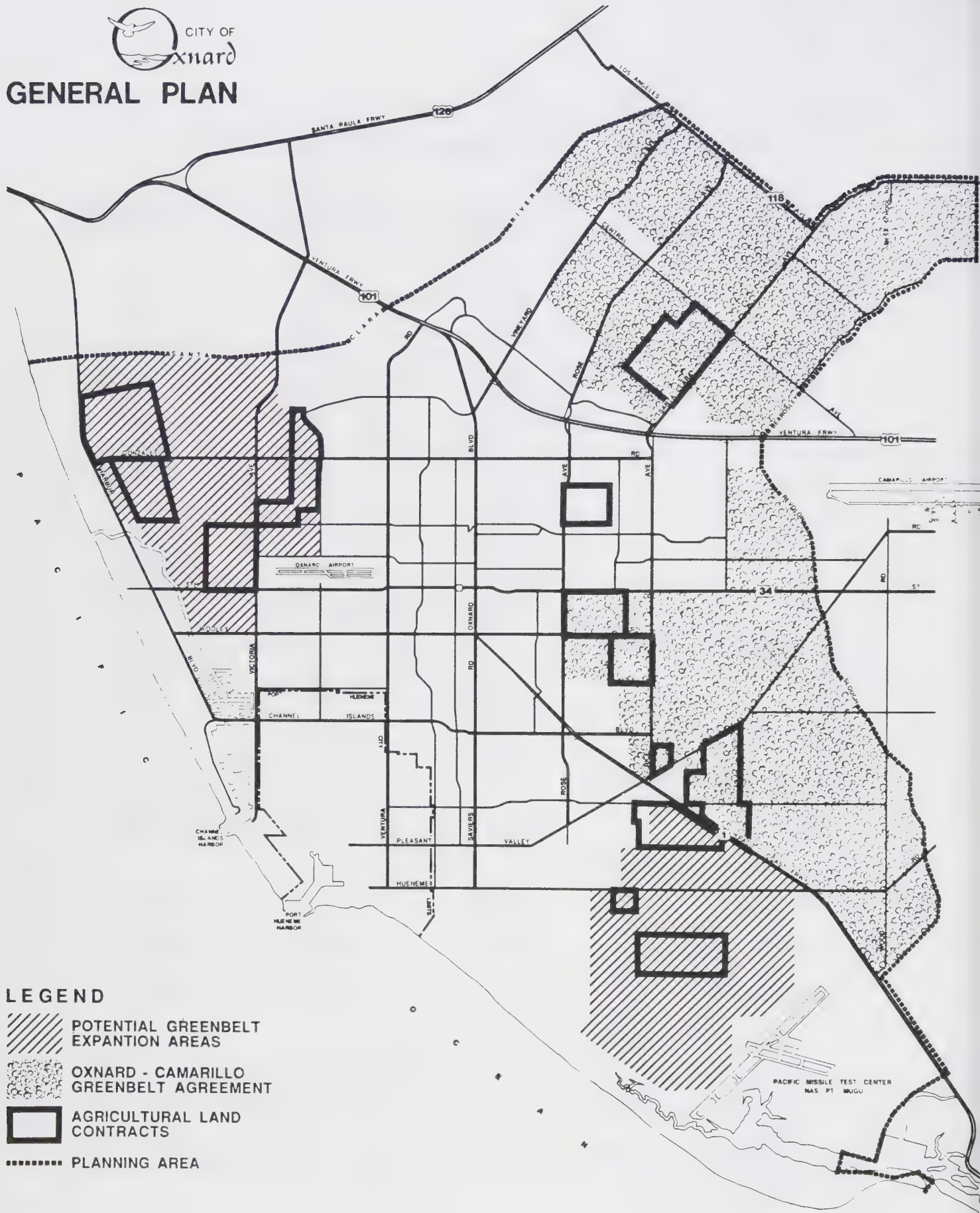
^a Portions proposed for new Oxnard-Ventura Greenbelt (total 2,461 acres)

^b Proposed for addition to Oxnard-Camarillo Greenbelt (total 2,672 acres)





PR Planning Reserve



GENERAL PLAN



LEGEND

-  POTENTIAL GREENBELT EXPANTION AREAS
-  OXNARD - CAMARILLO GREENBELT AGREEMENT
-  AGRICULTURAL LAND CONTRACTS
-  PLANNING AREA

GREENBELT AGREEMENTS AND AGRICULTURAL CONTRACTS

Figure: VII - 6

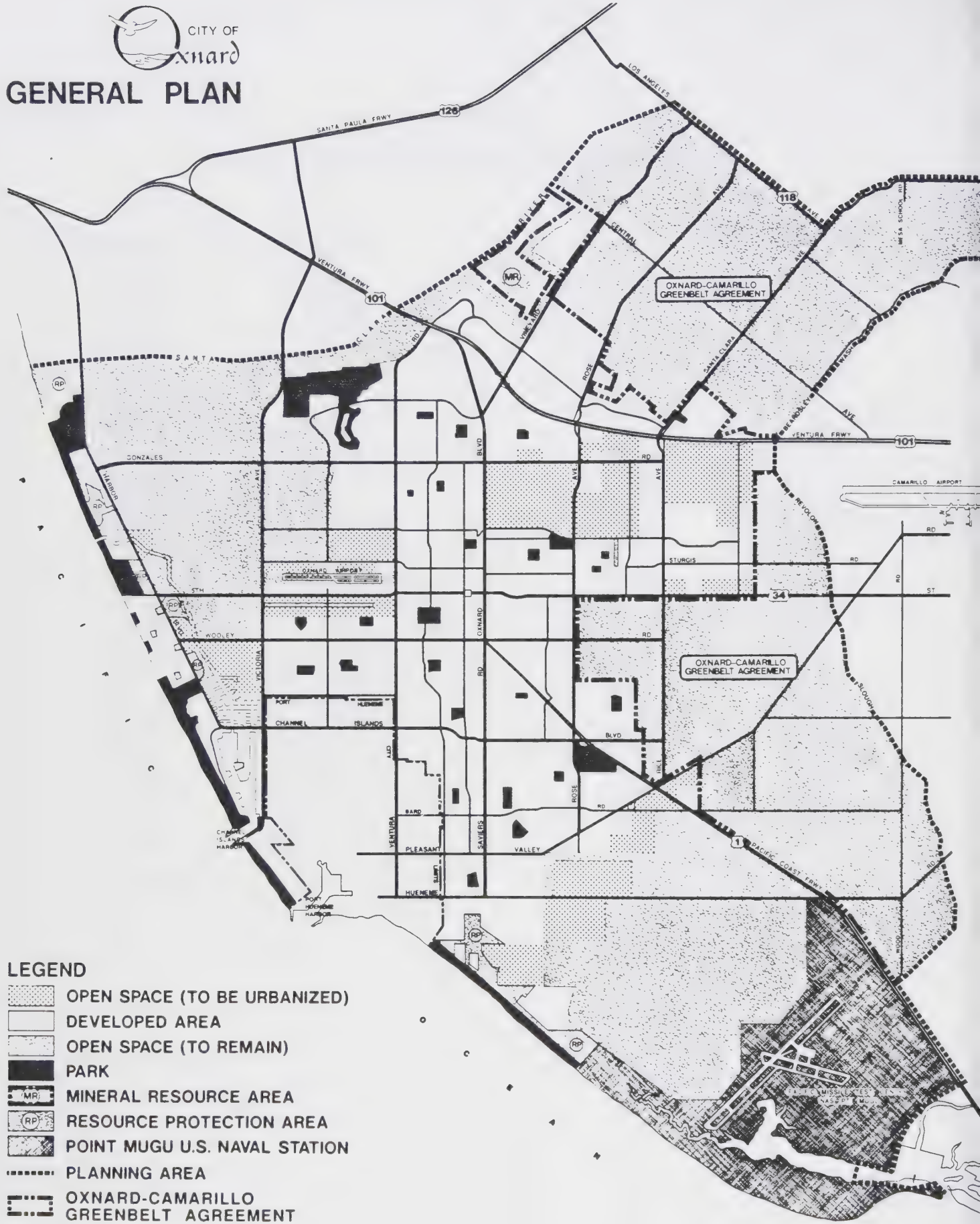


TABLE VII-8B
WILLIAMSON ACT CONTRACT LANDS IN OXNARD

<u>Parcel</u>	<u>Acreage</u>	<u>Parcel</u>	<u>Acreage</u>
29-1.8	84.57	47-4.1	34.50
29-1.7	89.56	47-8.3	22.31
29-1.9	85.33	47-8.4	14.76
29-1.6	176.59	47-8.5	39.74
29-1.5	77.25	47-8.5	40.94
29-1.4	77.25	47-8.6	20.97
29-1.3	77.25	47-8.8	19.44
29-2.1	57.66	47-8.10	27.67
76-1	56.30	49-1.1	109.04
47-10.2	49.95	49-1.2	81.82
47-10.3	30.36	47-10.1	41.29
47-10.4	31.60	50-2.1	346.27
47-10.5	59.82	50-2.2	58.24
47-6.3	49.99	50-2.2	52.00
47-6.3	97.13	50-2.2	25.68
47-6.1	28.04	50-2.2	24.17
47-6.2	32.75	50-2.2	162.53
47-2.15	21.12	75-1	134.00
47-2.24	11.87	138-09-25	112.25
47-2.18	2.22	138-09-26	100.20
47-2.18	0.56	179-07-10	62.52
47-2.18	35.57	183-04	89.53
47-2.18	11.54	183-06-165,164	59.69
47-2.18	11.05	232-0-032-040	158.60
47-2.18	13.03	232-0-031-060	38.95
47-2.15	26.87	232-0-031-070	2.06
47-2.17	30.43	232-0-032-075	158.31
		TOTAL	3,363.14



GENERAL PLAN



EXISTING 1989 OPEN SPACE

Figure: VII-7



d. Greenbelt Agreement

In 1982, the City of Oxnard signed a joint resolution with the City of Camarillo to create the Oxnard-Camarillo Greenbelt comprising approximately 27,000 acres between the two cities. The County of Ventura became a party to the agreement in 1983 when the agreement was amended to include an additional 2,200 acres in the Del Norte area. **Figure VII-6** also presents the area covered by the Oxnard-Camarillo Greenbelt Agreement within the City's Planning Area. Although future development will reduce the amount of open land within the Planning Area by 4,442 acres (see **Figure VII-7**), this 2020 General Plan supports the possible expansion of the Oxnard-Camarillo Greenbelt south of State Route 1 (approximately 2,672 acres) and the creation of a new greenbelt in the northwest portion of the Planning Area (approximately 2,461 acres). (See **Figure VII-6**.) A total of 841 acres would be detached from the existing Oxnard-Camarillo Greenbelt; 810 acres in Study Areas 8 and 10, and another 31 acres in Study Area 9.

2. Mineral/Sand/Gravel Resources

As shown in **Figure VII-8**, the City of Oxnard has mineral/sand/gravel deposits primarily along the Santa Clara River channel, along Route 101 (Ventura Freeway) corridor and along the eastern edge of the City extending as far west as Oxnard Boulevard in some areas.^{5/} Deposits within the City's Sphere of Influence are identified as MRZ-2 and MRZ-3a areas. The State Division of Mines and Geology defines these zones as follows:

- o MRZ-2 -- Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.

^{5/} These mineral resource deposits are identified in the report entitled Designation of Regionally Significant Construction Aggregate Resource Areas in the Western Ventura County and Simi Production-Consumption Regions (March 1982) and in the Ventura County General Plan.

- o MRZ-3a -- Areas judged on the basis of the limited available geologic data and field work to have a higher potential as sources of aggregate material suitable for portland cement concrete than other deposits classified MRZ-3. (MRZ-3 areas are areas containing mineral deposits of unknown significance.)

Due to the importance of mineral deposits, specifically aggregate materials such as sand and gravel, the State Surface Mining and Reclamation Act (SMARA, 1975) required each jurisdiction with an MRZ-2 Zone to prepare a Mineral Resource Management Plan to protect access to mineral resources and to require reclamation activities when mining operations are closed. The County of Ventura has adopted a Mineral Resource Management Plan which includes policies requiring:

- o Establishment of land use categories to allow timely mineral extraction in areas classified as MRZ-2 or designated to be of regional or statewide significance and the designation of land use zones to preserve mineral extraction access
- o Establishment of buffer zones around MRZ-2 Zones to allow the continued extraction of minerals and to avoid land use incompatibilities between mining activities and land uses surrounding the MRZ-2 Zones.

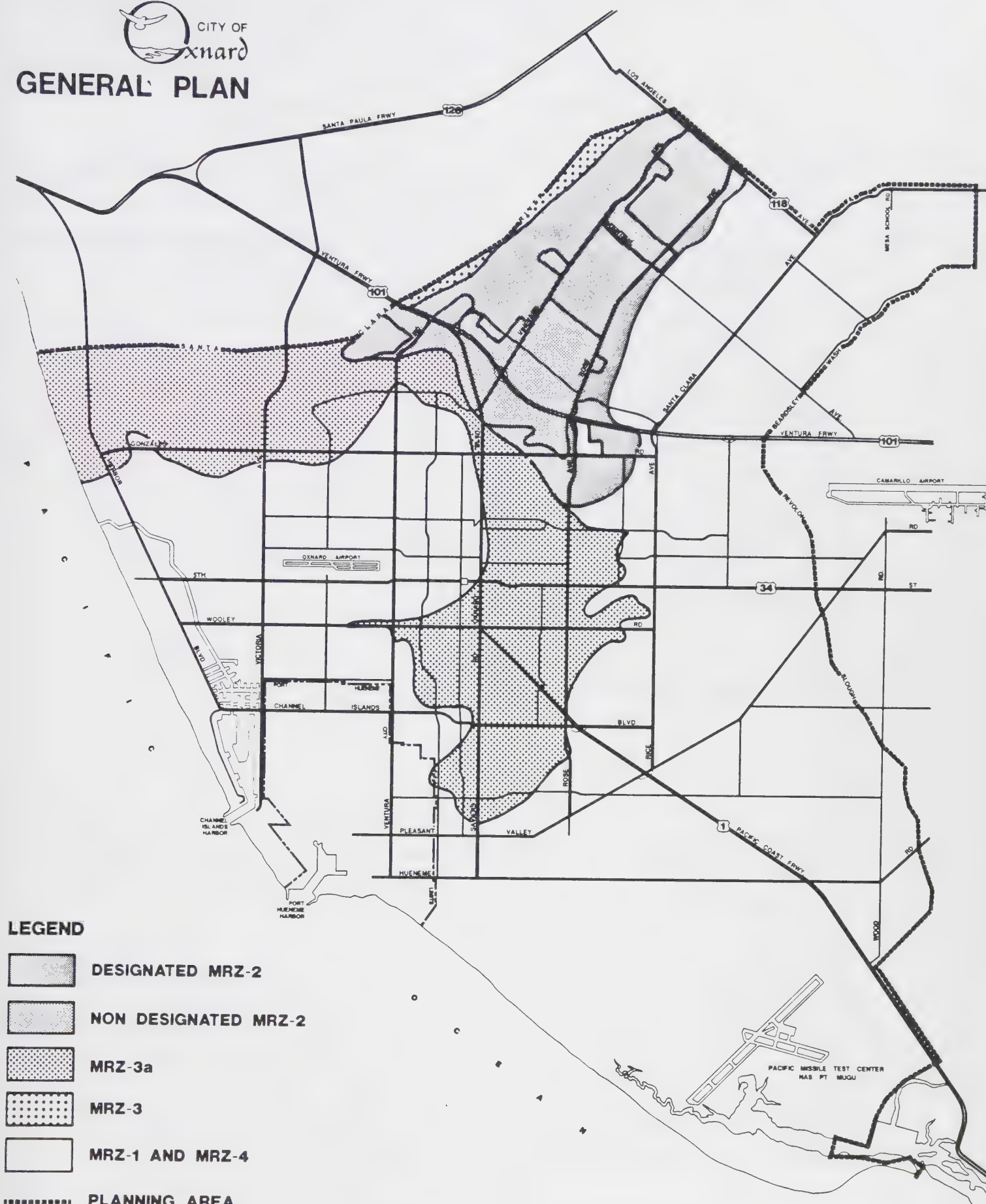
According to the plan, compatible land uses would include the following:

- o Very Low Density Residential (0.1 units/acre)
- o Extensive Industrial
- o Recreation/Open Space
- o Agriculture.

The City's MRZ-2 area encompasses the course of the Santa Clara River through Oxnard and also a corridor of land along U.S. Route 101 (Ventura Freeway) from the Santa Clara River eastward to approximately Del Norte Avenue. Land use designations established within this MRZ-2 area provide for the timely extraction of mineral resources.



GENERAL PLAN



- LEGEND**
- DESIGNATED MRZ-2
 - NON DESIGNATED MRZ-2
 - MRZ-3a
 - MRZ-3
 - MRZ-1 AND MRZ-4
 - PLANNING AREA

MINERAL RESOURCES

Figure : VII-8

ACRES

100

10

SCALE

0' 2000' 4000' 6000' 10,000'

3. Oil and Gas Resources

The City of Oxnard has four oil and gas fields within its current Sphere of Influence: West Montalvo, El Rio, Santa Clara Avenue and Oxnard. (See **Figure VII-9.**) The West Montalvo Field includes the area along the coastline and upstream from the mouth of the Santa Clara River and contains approximately 145 wells. The El Rio Field, located around the crossing of Route 101 (Ventura Freeway) and the Santa Clara River, contains approximately 9 wells. The Santa Clara Avenue Field, located near Nyeland Acres, contains approximately 21 oil and gas wells. The Oxnard Field contains approximately 291 wells. An additional 50 abandoned oil well sites are located around the City but not within the identified oil fields. Major petroleum companies with leases in the City of Oxnard include Chevron, Shell, Texaco, Mobil, and Western LNG. The remainder of the leases are with smaller independent companies.

C. Open Space for Outdoor Recreation

These areas include parks, scenic highways and trail systems, beaches and rivers, harbors, and historic and cultural sites.

1. Parks and Recreation Facilities

The Parks and Recreation Element details the City's outdoor recreation needs and a program for providing future recreation open space. While it should be consulted for specific information, the following is a brief summary related to open space issues.

The City has a total of 23 Neighborhood Parks, 4 Community Parks and 6 Special Purpose Facilities. (See **Figure VII-7.**) The current overall ratio of Neighborhood and Community Park acreage to number of residents is 2.8 acres per 1,000 residents. This is slightly below the City's recommended service density of 3.0 acres per 1,000 residents. A number of new park facilities are planned which will remedy current deficiencies although some localized shortages may exist with full buildout of the City.

GENERAL PLAN

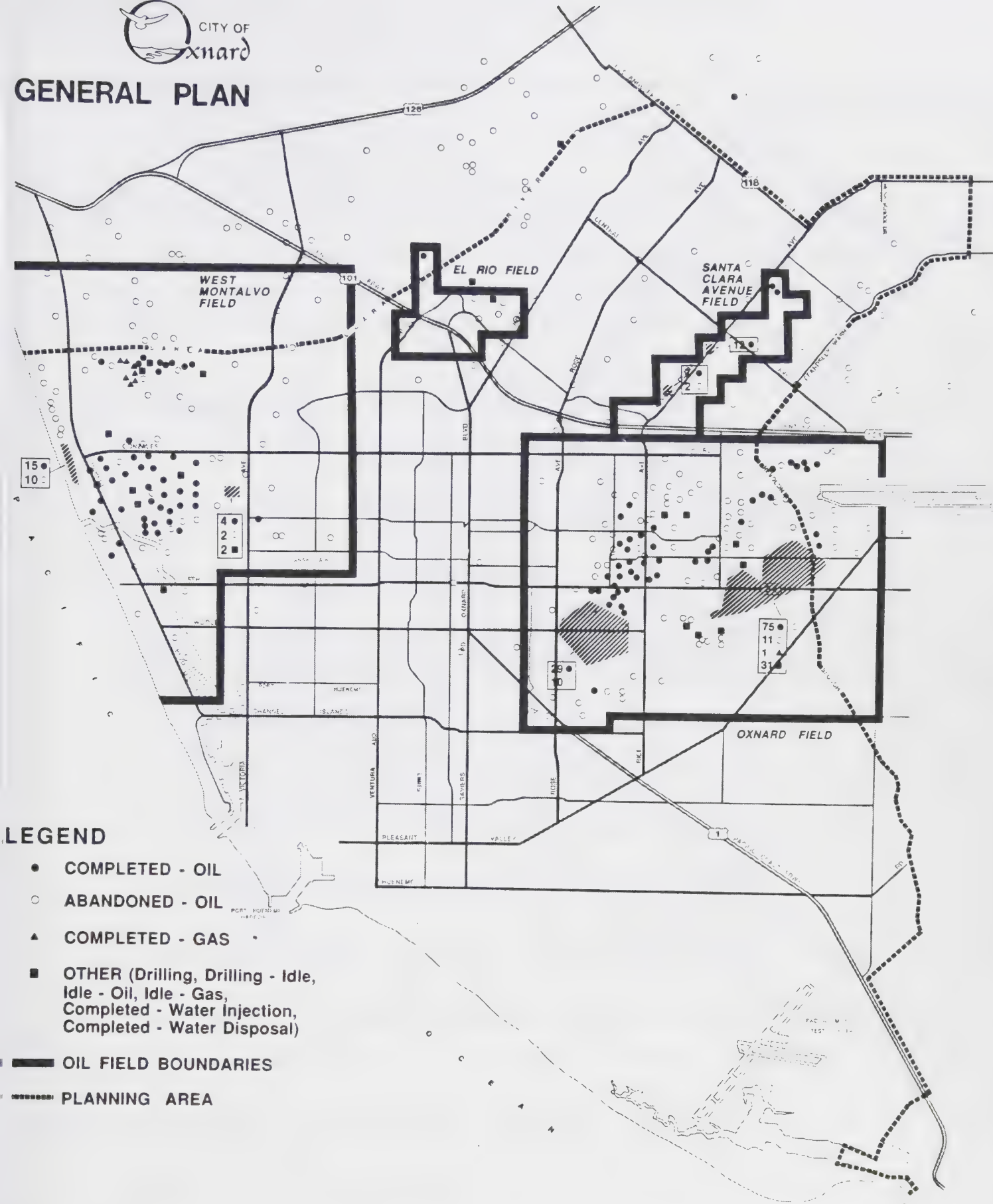


Figure : VII-9

OIL AND GAS
RESOURCES



2. Scenic Highways

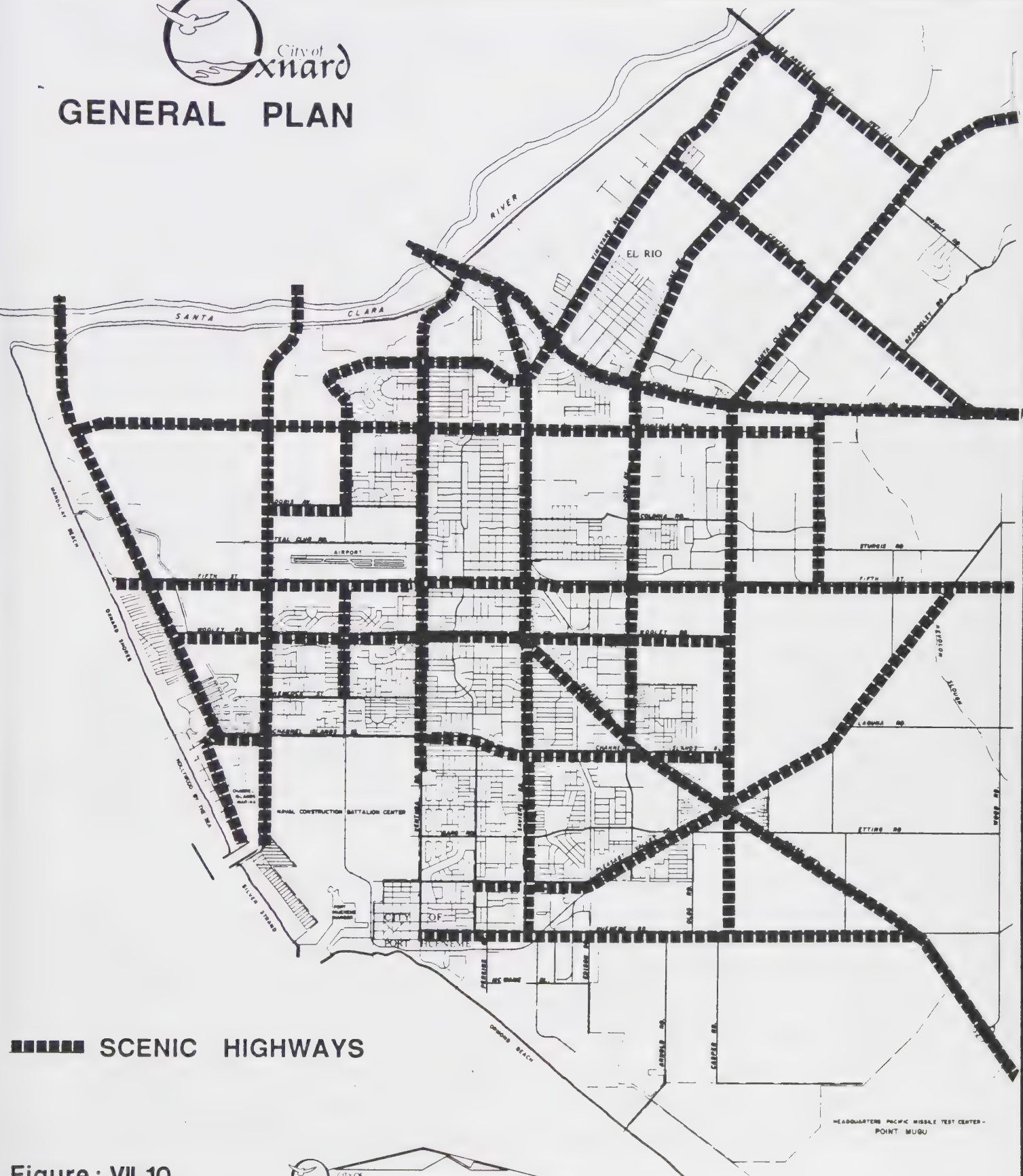
In conjunction with the planning staffs of Ventura County and the City of Port Hueneme, the City of Oxnard initially selected routes for the City's Scenic Highway System. During the course of preparing the 2020 General Plan, these routes were reevaluated, confirmed and additional routes were selected. These routes are mapped in **Figure VII-10** and are summarized below:

- o Los Angeles Avenue through Oxnard's Sphere of Influence
- o Vineyard Avenue between Los Angeles Avenue and Patterson Road
- o Oxnard Boulevard/Pacific Coast Highway between U.S. Route 101 (Ventura Freeway) and Point Mugu
- o Victoria Avenue between the Santa Clara River and Panama Drive
- o Harbor Boulevard between the Santa Clara River and Channel Islands Boulevard, continuing east on Channel Islands Boulevard to Victoria Avenue
- o U.S. Route 101 through Oxnard's Sphere of Influence
- o Fifth Street between Mandalay Beach Road and Revolon Slough
- o Central Avenue between Vineyard Avenue and Santa Clara Avenue
- o Santa Clara Avenue between U.S. Route 101 and the Sphere of Influence boundary
- o Gonzales Road between Harbor Boulevard and Del Norte Boulevard
- o Wooley Road between Harbor Boulevard and Rice Avenue
- o Channel Islands Boulevard between Ventura Road and Rice Avenue
- o Pleasant Valley Road between Port Hueneme city limits and State Route 1 (Pacific Coast Highway)
- o Hueneme Road between Port Hueneme city limits and State Route 1 (Pacific Coast Highway)



City of
Xnard

GENERAL PLAN



SCENIC HIGHWAYS

Figure : VII-10



- o Del Norte Boulevard between U.S. Route 101 and Fifth Street
- o Rose Avenue between U.S. Route 101 and State Route 1 (Pacific Coast Highway)
- o Rice Avenue between U.S. Route 101 and State Route 1 (Pacific Coast Highway)
- o Saviers Road between Oxnard Boulevard and Channel Islands Boulevard
- o Ventura Road between U.S. Route 101 and Teakwood Street
- o Patterson Road between Fifth Street and Hemlock Street.

3. Trail Systems

In addition to the coastal access program contained in the Oxnard Coastal Land Use Plan, additional access will be provided through the development of a bicycle/hiking trail system along the Santa Clara River and throughout the coastal zone linking the beach and harbor areas.

The Bicycle Facilities Master Plan identifies several areas in which such facilities could be used to connect open space areas. These include a coastal recreational bike path linking McGrath State Beach, Mandalay Beach Park, and Oxnard State Beach. This system would connect to the Pacific Coast Bicycle/Hiking Route (Caltrans) and Scenic Alternative Bicycle/Hiking Route (State Department of Parks and Recreation).

Equestrian and hiking trails are planned within the Santa Clara River corridor as part of the proposed Ventura County Santa Clara River Park. Additional proposed hiking trails to connect this system with beach and dune areas along the coast are identified in the 2020 Open Space and Conservation Map (**Figure VII-11**), however, exact alignments have not been selected. Access to the approximate 26-acre Northern Dunes Area will be constrained due to the unique resource value. A raised trail system or similar method will provide pedestrian and bicycle access. Access to the 54-acre Southern Dunes Area in part will be controlled as in

the Northern Dunes Area, however, some areas may also be appropriate for more intense interpretive uses.

4. Scenic Resources

The beaches and coastline are recognized as Oxnard's primary natural scenic resources. Good views to the offshore Channel Islands also exist. The sand dunes south of Fifth Street and south of Wooley Road, the lower dunes in the Mandalay Beach State Park north of Fifth Street, and the Ormond Beach dunes and wetlands are all recognized as scenic visual resources. The Coastal Mountains behind the City provide scenic views from areas within the City.

Scenic inland areas include parts of the Santa Clara River, agricultural greenbelt fields and orchards, and eucalyptus/cypress windrows. These scenic resources are further discussed in the Community Design Element.

5. Beaches, Rivers and Harbors

a. Beaches

There are three state beaches in the City, McGrath State Beach, Mandalay State Beach Park and Oxnard State Beach Park. (See **Figure VII-1.**) In addition there are public beaches at Oxnard Shores, Hollywood-by-the-Sea, Silver Strand and Ormond Beach.

(1) McGrath State Beach

This 295-acre state park located along Harbor Boulevard, south of the Santa Clara River, provides both vertical and lateral access to the ocean. Some access in the area of the Santa Clara River is limited due to sensitive habitat areas. Existing facilities include 174 camping spaces, nature trails, and bicycle camping facilities. Bike trails and improved bike camping areas are planned. This facility provides camping and nature activities and is administered by the State Department of Parks and Recreation.

(2) Mandalay Beach State Park

This 104-acre park is located northwest of the intersection of Harbor Boulevard and Fifth Street. The park is jointly owned by the City of Oxnard and County of Ventura and is presently undeveloped. Lateral and vertical access is available to pedestrians. Planned improvements will provide day-use facilities and group areas, and improved bicycle and pedestrian access. A portion of the property has a Resource Protection designation which may limit vertical access to marked trails. Pedestrian access along the Edison property to McGrath State Beach is also planned. This undeveloped facility would provide day use activities as well as camping facilities for cyclists.

(3) Oxnard Beach State Park

This developed park is managed by the City of Oxnard and provides day use activities for families and groups. It includes a formal park area and about seven acres of beach. It provides beach access and 300 parking spaces.

(4) Oxnard Shores

Vertical and horizontal access is provided at two publicly-owned beaches in this residential neighborhood. Vertical access is provided off Mandalay Beach Road, Capri Way, and Neptune Square. Lateral access is achieved along the length of the public beachfront.

Located between Mandalay and Oxnard State Beach Parks, use of the beach is principally by residents of the adjacent neighborhood, however, it also attracts city-wide users particularly to the Neptune Square and Northern Areas.

(5) Hollywood and Silver Strand Beaches

Like Oxnard Shores, principal users of these County maintained beaches are adjacent residents but the beaches are also popular with area residents and surfers.

(6) Ormond Beach

Vertical access to Ormond Beach is provided by Perkins Road and Arnold Road. Perkins Road bisects an industrial area, and a public parking lot has been constructed at the terminus. Arnold Road is a narrow rural road with a public parking lot at its terminus. The road is subject to flooding during the rainy season. Vehicle and pedestrian access to parts of the Ormond Beach area will be restricted due to the resource and habitat significance, particularly in the wetland areas off Arnold Road.

The large beach area is currently in an irregular ownership pattern with private parties as well as the State and City having real property interests. Poor access and incompatible adjacent land use inhibit significant park use except for occasional off-road vehicles.

b. Harbors

Oxnard is served by two harbors. Channel Islands Harbor is principally a recreational facilities but does berth commercial fishing vessels and is the location of the Coast Guard station. There is a need, however, for additional public marina facilities. The Port of Hueneme is a deep water harbor which is used by both the U.S. Navy as a supply point for the Pacific Ocean Naval Facilities and the Oxnard Harbor District which maintains and manages a commercial port area.

Harbor facilities include boat ramps, hoists, berths, fuel dock, and boat trailer parking. Channel Islands Harbor Park is along most of the inner perimeter of the harbor; features include grassy picnic areas, restrooms with showers, and a beach area.

Development of a large mixed-use project at Mandalay Bay along the east side of the Edison Canal south of Wooley Road will provide many access opportunities. City parks will provide vertical access along many visitor-serving uses. Many water-oriented recreational activities such as swimming and sailing will be provided for in addition to the lateral access along the waterways.

c. Rivers and Streams

The Santa Clara River is the major natural drainage facility in the Planning Area. The river flows only intermittently during winter months. Calleguas Creek and its tributary streams also only flow during winter months.

6. Historic and Cultural Resources

The City of Oxnard is part of the greater southern California cultural area. This area has had a long period of human habitation, dating back thousands of years. Portions of Ventura County were occupied by an early Native American culture from more than 3500 years ago to around the first century A.D. Chumash Indians settled in the area around 1500 A.D. The Chumash culture was ocean-dependent and is known for its unusually advanced technology and manual skills. The Spanish/Mexican culture arrived in the 1700's with the founding of Mission San Buenaventura by Father Junipero Serra in 1782.

Seven listed archaeological sites have been identified in the City. One site is in the northern portion of the City, north of the Town Center development site and the Rose/Santa Clara area. This site contained a very light scatter of lithic debitage (the waste products of stone tool manufacture). No artifacts or middens (dark soil created by the decomposition of accumulated organic matter) were noted.

In the Northeast Industrial Area, one site has been identified. This site had a low density scatter of shell midden and artifacts; metate and mano

fragments, an unworked serpentine piece and a few chert flakes. The Northeast Industrial Area also has a burial ground containing six skulls and other fragmentary remains, a stone bowl, several pestles, abalone shells, and several cooking stones. The cemetery site was 80 x 100 meters in size, and the artifacts indicated it was mostly late Chumash in age and cultural affiliation.

Within the Ormond Beach area, several archaeological sites have been identified. One site, located along both sides of Hueneme Road, had a sparse scattering of shell and detritus and is thought to be the remains of an ethnographic village. Another site located east of Perkins Road is described as consisting of early 20th century farm buildings, although this site was largely destroyed by the construction of commercial buildings. Two more sites contained shell scatter from prehistoric subsistence areas.

Previous studies have indicated that potential historic sites may occur along Hueneme Road; the 1904 U.S. Geological Service Hueneme quadrangle map for the area shows the location of old sloughs, which are likely sites of early aboriginal usage.

The City of Oxnard has 11 Ventura County Historical Landmarks within its boundaries, one of which, the Oxnard Carnegie Library, is listed on the National Register of Historic Places. (See **Table VII-9.**) These sites are largely located within several blocks between Second and Sixth Streets, and F and C Streets. The City has established this area as a Cultural Heritage District, which includes examples of early residential architecture. The City is also developing a complex called Heritage Square, bounded by A, B, Seventh and Eighth Streets and consisting of an assemblage of homes from Oxnard's early history, refurbished for commercial and professional office uses. The Petit Family Home (Landmark 100) and the Church of Religious Science (Landmark 70) have been relocated in Heritage Square.

TABLE VII-9
HISTORICAL SITES

VENTURA
COUNTY
LANDMARK NO.

SITE NAME/LOCATION/DECLARATION DATE

13	Oxnard Carnegie Library (1906); 424 S. "C" Street, Oxnard; 2/3/71.*
15	Naumann Giant Gum Tree and Eucalyptus Grove; near Etting and Pleasant Valley Roads (circa 1900); 6/7/71
16	Sugar Beet Factory Site; Wooley Road and Industrial Avenue; 6/7/70
17	The Pagoda (1911); Oxnard Plaza Park; 6/7/71
18	Japanese Cemetery; Etting and Pleasant Valley Roads; 6/7/71
56	Bank of A. Levy (1926); 143 W. Fifth Street; 11/6/69
70	Church of Religious Science; Heritage Square; 3/3/82
73	Santa Clara Catholic Church (1903); 323 E. Street; (Declaration refused by owner)
74	Henry Levy House; 155 S. "G" Street; 3/1/82
75	Achille Levy House; 201 S. "D" Street; 3/1/82
100	Justin Petit Family Home; Heritage Square; 4/8/86

* Placed on National Register, 7/27/71

D. Open Space for Public Health and Safety

Open Space as it relates to Public Health and Safety is concerned with areas of potential hazard, including seismic, liquefaction, tsunami and seiche zones, flood plains, dam inundation, beach erosion areas, fire hazard zones, landfill sites (closed and in-use), and areas adjacent to airport runways. These areas are best managed as open space for recreational activities or buffer zones between developments.

1. Seismic Potential

Active and/or potentially active faults are present in the region surrounding the City. It is possible that some of these, especially the Springville and Camarillo faults to the northeast, may extend into the subsurface beneath the City. The most regionally active faults are the Oak Ridge, Pitas Point-Ventura, Red Mountain, Anacapa, and Malibu Coast faults, which are located within 5 to 10 miles of the City. Although no Alquist-Priolo Studies Zones exist within the City, the entire region is considered to have a high potential for seismicity (the groundshaking that accompanies an earthquake, which is not confined to the fault). The City's level terrain mitigates the potential for related landslides.

2. Liquefaction

Liquefaction is an unstable ground condition in which water saturated soils are transferred from a solid to semi-liquid state during groundshaking. Potential for liquefaction occurs through most of the City because of thick alluvial deposits, a high ground water level, and a region of high seismic potential encompassing the City. Areas of potential liquefaction are depicted in the Safety Element on **Figure VIII-2**.

3. Tsunami and Seiche

A tsunami is a tidal wave produced by off-shore seismic activity. **Figure VIII-3** in the Safety Element depicts the area of the City susceptible to

tsunami damage. In recent California history, tsunami damage has been relatively slight. However, development along the coast has increased the risk for property damage or loss of life in the event of a tsunami.

A seiche is a harmonic wave created on the surface of an enclosed or nearly enclosed body of water, such as a lake, pond, or harbor. During seismic events, seiches have the potential to damage watercraft and/or development immediately adjacent to the affected body of water. Seiche potential in Oxnard would be limited to McGrath Lake, the Channel Islands Harbor and Mandalay Bay canals. (See **Figure VIII-6** in the Safety Element.)

4. Flooding

Flood hazard areas in the City include the banks along the Santa Clara River and the Beardsley and Revolon Sloughs. (See **Figure VIII-7** in the Safety Element.) To mitigate flood hazards, the City became a member of the National Flood Insurance Program (NFIP) and has adopted a Master Plan of Drainage and a Floodplain Management Ordinance. Any new development is required, through conditions of approval, to eliminate flooding problems identified by the NFIP's Flood Insurance Rate Maps (FIRMs).

5. Dam Inundation

The closest dam sites are 35 miles from the City, and therefore inundation caused by dam failure is extremely unlikely. Nevertheless, inundation would be fairly widespread throughout the City of Oxnard because of the low relief of the City and surrounding lands.

6. Beach Erosion

The shoreline of the City of Oxnard is part of an overall littoral cell that extends from Point Conception to Point Mugu. The concept of a littoral cell is based upon the natural production, transport, and loss or disposal of sediment materials, chiefly sand, along an ocean frontage or beach.

The geographic extent of a littoral cell is based upon where sand is generated or introduced to the cell and where sand is eventually lost from the cell. The most common end or termination for a littoral cell is a submarine canyon, where sands tend to flow or sink away from the coast, making them unavailable to be transported to the next littoral cell. The most common source for sand generation within a cell are rivers and streams that deliver sand to the beach.

Two major rivers, the Ventura and Santa Clara, and two submarine canyons strongly influence the littoral processes in the Planning Area. The entire Oxnard littoral cell is considered very active; that is, substantial volumes of sand are transported annually by littoral currents. The down-coast segment of the Oxnard littoral cell, which includes the City and extends from the Ventura River to Point Mugu, is characterized by relatively wide beaches and low backshore areas. This area has been affected by human activities, including construction of the Ventura and Channel Islands small craft harbors, and the Port of Hueneme. As a result of the construction of these harbors, a regular program of sand bypassing has been implemented to maintain navigation channels and sandy beaches.

Because of past shoreline erosion and beach sand replenishment problems, a joint powers authority was formed in 1986 to encourage coordination and cooperation between public and private agencies in efforts to protect, maintain, and enhance beaches and the coastline in Santa Barbara and Ventura counties. This joint powers authority, called BEACON (Beach Erosion Authority for Control Operations and Nourishment), recently released a draft Coastal Sand Management Plan. The purpose of this report is to promote consideration of a regional program for beach protection and sand replenishment for the Santa Barbara/Ventura coast.

According to the draft Coastal Sand Management Plan, the following conditions characterize the existing shoreline from the Ventura River to Point Mugu:

- o The primary sources of sand for this area are the Ventura and Santa Clara Rivers

- o Historically, these rivers supplied an abundance of sand, resulting in broad beaches backed by extensive sand dunes
- o Dam construction and sand mining activities have reduced the rate of fluvial sand replenishment to the coast
- o Imbalances in the amount of littoral sand for this area imply that beach erosion will accelerate beginning in the mid-1990's
- o Beaches in this area will continue to be dependent on dredging and sand by-pass operations.

In the City, the McGrath and Oxnard Shores areas are cited by BEACON as erosion "hot spots" because of expected reductions in the delivery of sand to the coast by the Santa Clara River. The report also indicated that a yearly deficit of sand creates chronic erosion problems downcoast of Ormond Beach.

7. Fire Hazards

Oxnard is located on an open plain away from the chaparral covered foothills, and is thus not in immediate danger from naturally or accidentally set wildfires. Structures within the CBD and older neighborhoods are monitored through code enforcement and inspections. Fire hazard is also discussed in detail in the Safety Element.

8. Landfills

The Bailard Landfill, northwest of the intersection of Gonzalez Road and Victoria Avenue, is the only active landfill in the City of Oxnard Planning Area. It has a capacity of approximately 3.045 million tons, and experiences a current disposal rate of 550,000 tons per year. The useful life is therefore approximately 6 years. Closed landfill sites include: Ventura Walker Sears by the Sea (closed in 1962), Wagon Wheel County (1962), Oxnard (1962), Santa Clara (1954) and Coastal (1989). The latter two regional landfills were managed by the Ventura Regional Sanitation District and were closed in accordance with the regulations of the Water Quality Control Board.

9. Airport Hazard Areas

Areas adjacent to airport runways and in the approach and departure flight areas are potential hazard areas. The three airports in the Oxnard area are the Oxnard Airport, the Camarillo Airport, and Point Mugu Naval Air Station. Only the Oxnard Airport and Point Mugu Naval Air Station affect the City of Oxnard directly and are discussed in detail in the Safety Element.

10. Air Quality

Ventura County's diverse topography, which affects the County's air quality, is characterized by mountains to the north, hills to the east between Ventura and Los Angeles counties, two major river valleys (the Santa Clara which trends east-west and the Ventura which trends roughly north-south), and the Oxnard Plain to the south and west. The Santa Monica Mountains rise above the Oxnard Plain to the south and continue east into Los Angeles County. The mountain topography surrounding the lower lying portions of Ventura County where most pollutants are emitted contributes to poor air quality by acting a barrier preventing winds from blowing away polluted air.

The climate in Ventura County is characterized by cool winters and generally moderate summers. Marine air influences the climate throughout the year. Rain occurs mostly from November through May or June, while summer and fall months are generally dry. Atmospheric conditions in these dry months also tend to produce high ozone concentrations during what is referred to as the "smog season," generally considered to be from May through October.

The federal government has established National Ambient Air Quality Standards (NAAQS) to protect the public health and welfare. The State of California has established separate and in some cases more stringent standards for some pollutants. These are known as the California Ambient Air Quality Standards (CAAQS). Both state and national standards cover

ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter less than 10 microns (PM-10), and lead. In addition, California has standards for sulfates, hydrogen sulfide, vinyl chloride, PM-10, and visibility-reducing particles.

Ambient air quality is monitored by the Ventura County Air Pollution Control District (APCD) at facilities located in Ojai, Ventura, Simi Valley, Thousand Oaks, Piru, El Rio, and Anacapa Island. The El Rio monitoring station is the closest one to Oxnard. The ambient air in the southern part of Ventura County, south of the National Forest boundary (designated the non-attainment area of Ventura County) exceeds national and state ozone standards as well as the national annual PM-10 standard. State standards for sulfates, nitrogen dioxide and lead have been exceeded infrequently in the County in the past. Other standards have not been exceeded.

The NAAQS for ozone is exceeded if the maximum hourly average concentration exceeds 0.12 parts per million (ppm) on more than three days in the past three years. All stations monitoring ozone in Ventura County have reported exceedances of the federal ozone standard. During 1988, Simi Valley had the greatest number of exceedances with 52. The number of adverse ozone days which have occurred at monitoring stations in Ventura County for the period 1984 through 1988 are shown in **Table VII-10**.

The federal 24-hour PM-10 standard was exceeded only once under unusual meteorological conditions. The federal annual standard has not been exceeded. The state annual and 24-hour PM-10 standards have been exceeded occasionally. Concentrations of other pollutants, carbon monoxide (CO), nitrogen dioxide (NO₂), and sulfur dioxide (SO₂), have not been exceeded in Ventura County.

TABLE VII-10
NUMBER OF ADVERSE OZONE DAYS - VENTURA COUNTY

<u>Location</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>
Ventura	3	3	1	4	1
El Rio	1	3	5	5	3
Thousand Oaks	5	20	12	2	9
Ojai	3	6	10	3	3
Piru	5	7	9	5	8
Simi Valley	33	35	50	22	52
COUNTY-WIDE TOTAL	38	41	56	29	55

Source: Ventura County Air Pollution Control District (VCAPCD), Draft Guidelines for the Preparation of Air Impact Analyses (June 1989).

While no CO exceedances have been recorded, there is some concern about local CO "hotspots" due to congested intersections. The CO eight-hour standard is nine parts per million (ppm) for both state and federal regulations, and the state and federal CO one-hour standards are 20 and 35 ppm, respectively.

Emissions increases associated with future build-out will result from increases in the numbers of both stationary and mobile sources. The pollutants of most concern in Ventura County, due either to exceedances of federal or state standards or the potential for emission "hotspots," are ozone (O₃), PM-10, and carbon monoxide (CO). These and other regulated pollutants are discussed in the following sections.

a. Ozone

Ozone is the main constituent of photochemical smog and the air pollutant of greatest concern in Ventura County. It is formed over time by chemical reactions in the atmosphere between oxides of nitrogen (NO_x) and reactive organic compounds (ROC) and carried by the wind to other locations. Impacts typically occur at some distance in both space and time from the sources of emissions. Regional adverse air quality impacts may be associated with motor vehicle emissions, construction equipment emissions, and dust generated at construction sites within the Oxnard area. Increases in vehicle traffic due to both residential and industrial growth are projected to increase ROC emissions by 14 percent and NO_x emissions by almost 40 percent from these sources relative to current levels. Substantial construction activity is projected in Oxnard for both commercial and residential development, as well.

As shown in **Table VII-11**, increases in ROC and NO_x of 6.6% and 22.2%, respectively, are predicted by the year 2000, and by the year 2020 emissions are expected to increase 14.0% and 39.7%, respectively, over 1989 emissions. These increases are directly related to increases in the number of average daily vehicle trips and the number of dwelling units associated with implementation of the 2020 General Plan.

The increase in traffic due to the 2020 General Plan will have a cumulative adverse impact on the ambient air quality of the region. However, the County's 1987 Air Quality Management Plan (AQMP) year 2010 population forecast of 217,800 is 29% higher than the estimated population associated with buildout of the 2020 General Plan. Therefore, although the regional air quality will be impacted, the 2020 General Plan is consistent with the October 1989 Draft Ventura Air Pollution Control District Guideline and will generate significant lower impacts than would result from the AQMP population.

TABLE VII-11
ESTIMATED EMISSIONS FROM
RESIDENTIAL UNITS AND INDIRECT MOBILE SOURCES

	<u>ROC</u> <u>Increment</u> <u>Above Base</u>	<u>Total</u>	<u>NOx</u> <u>Increment</u> <u>Above Base</u>	<u>Total</u>
Existing Conditions	Base	2724.6	Base	2793.3
Year 2000	179.0 6.6%	2903.6	620.1 22.2%	3413.4
Year 2020	392.1 14.4%	3116.7	1107.6 39.7%	3900.9

Construction is generally considered to result in air quality emissions which could constitute a short term local impact, but which would not create significant impacts. However, the amount of construction that could occur with the 2020 General Plan is substantial. Currently, most construction equipment is not required to be fitted with emission control equipment. Such equipment is generally powered by a diesel engine, and an effective and economic catalytic system for diesels has yet to be developed. Also, large construction sites may have a dozen or more diesel powered pieces of equipment or vehicles operating simultaneously in close proximity to one another. This could result in an elevated concentration of emissions in a given area, and potentially adverse ROC and NOx emissions which could lead to increased ozone formation. An additional concern is that several large construction projects could be undertaken simultaneously.

b. Carbon Monoxide Impacts

Table VII-12 shows the results of carbon monoxide (CO) modeling for seven intersections for the years 1989, 2000, and 2020. The intersections include six of the seven which currently operate at Level of Service "D" or worse and the one intersection, Oxnard/Fifth (#43), which is expected to operate at LOS "D" in the year 2020, as described in the Circulation Element (Chapter VIA).

In the table, the expected CO concentration is indicated for each intersection at roadside and 25 feet away. Below the concentration is the percentage by which that concentration is below or exceeds the state 8-hour CO standard. Intersections for which the percentage is positive are projected to expose persons to levels of CO that would be considered adverse to health.

As shown in Table VII-12, carbon monoxide concentrations improve by the year 2020 as service improves, with the exception of the Pleasant Valley/Butler intersection (#68) and the Oxnard/Fifth intersection (#43) which both show a degradation. Only three intersections, Oxnard/Vineyard (#39), Rose/Gonzales (#52) and Oxnard/Fifth (#43) show the potential for violating CO ambient standards in the interim year 2000; all three meet the standard by the year 2020.

c. Particulate Matter

Construction activities related to the build-out of Oxnard over the next 30 years could cause temporary, short term, localized increases in PM-10 and nuisance dust. Activities that disturb the soil, such as grading and excavation, road construction, and building construction, would be the primary causes. Project specific information related to soil type, location of receptors, meteorological conditions, and type of construction would be needed to estimate the actual amount of fugitive dust to be expected for each development.

TABLE VII-12

**ESTIMATED CARBON MONOXIDE CONCENTRATIONS
AT EXISTING AND FUTURE CONGESTED INTERSECTIONS**

8 HOUR CARBON MONOXIDE CONCENTRATIONS⁽¹⁾
(In ppm and percent difference from CAAQS (9ppm))

INTERSECTION		EXISTING		YEAR 2000		YEAR 2020	
		0(2)	25(3)	0(2)	25(3)	0(2)	25(3)
VENTURA & BARD	17	7.1 -20.9%	5.4 -40.0%	5.9 -35.0%	4.8 -46.5%	6.4 -28.4%	5.0 -44.7%
OXNARD & VINEYARD	39	8.2 -8.6%	6.5 -28.1%	9.6 6.3%	7.3 -18.5%	7.4 -18.3%	5.9 -34.9%
ROSE & 101 RAMP	49	6.6 -27.2%	4.9 -45.1%	6.9 -23.9%	5.3 -41.5%	5.6 -38.1%	4.6 -48.7%
ROSE & GONZALES	52	9.2 2.3%	6.4 -28.3%	11.5 27.5%	8.2 -8.8%	7.1 -20.8%	5.6 -37.4%
PLEASANT VALLEY & RICE	67	7.2 -19.7%	5.4 -40.3%	3.7 -59.1%	3.5 -61.2%	5.6 -37.4%	4.7 -48.2%
PLEASANT VALLEY & BUTLER	68	6.4 -28.6%	4.9 -45.7%	4.3 -52.0%	3.9 -57.0%	7.1 -21.4%	5.6 -37.9%
OXNARD & FIFTH	43	6.9 -23.2%	5.3 -41.5%	13.1 45.9%	9.1 1.4%	8.8 -2.6%	6.5 -27.3%

(1) CO concentrations have been rounded to nearest 0.1.

(2) "0" = Concentration at Roadside

(3) "25" = Concentration at 25' from Roadside

d. Other Pollutants

The emission of other air pollutants associated with build-out of the 2020 General Plan are of concern. These emissions would include nuisance odors and harmful toxic air contaminants (TACs). Based on the 2020 General Plan land uses, a substantial increase (about 28.9 million square feet) in new industrial development is expected. In addition, extensive commercial development is envisioned in the 2020 General Plan; a wide range of toxic materials is possible, although the actual chemicals cannot be identified at this time. However, it can be assumed that a number of emissions would be categorized as TACs.

Increases in some TACs are controlled by Ventura County APCD Rule 26.3 which requires certain new or modified stationary sources to meet specified standards in order to obtain a permit. Even with the APCD permit system, the potential exists for significant impacts if facilities which could emit TACs or noxious odors (i.e., certain commercial and industrial land uses) are located without regard to sensitive receptors such as residences, schools, playgrounds, outdoor job sites, retirement homes, convalescent homes, and hospitals. Likewise, should development of these sensitive land uses be permitted to occur in areas of existing exposure to offensive odors or TACs, significant impacts could occur.

FINDINGS

Open Space for Natural Resources

1. Important biological habitat resources, which include plant, animal and fish special status species, are associated with the Santa Clara River, McGrath Lake, dune environments in the beach areas, and the Mugu Lagoon and Ormond Beach wetlands.
2. Groundwater aquifers within the Planning Area are currently threatened by saltwater intrusion and possibly contamination from commercial or industrial sources located in close proximity to recharge areas.

Open Space for Managed Production of Resources

3. The City contains areas of significant mineral resources, in the form of sand and gravel deposits, located primarily along the Santa Clara River channel, and oil and gas fields which could be affected by development.
4. The City's Planning Area contains significant agricultural lands which are important to the region's economy.

Open Space for Outdoor Recreation

5. The City has varied and numerous visual resources associated with the mountains, ocean, beaches, Santa Clara River and open agricultural lands.
6. The City has a trails system which could be expanded to connect open space areas.
7. The City has a need for additional small boat marina facilities.
8. The City has a variety of historic and cultural resources that need protection.
9. The City needs to expand its park facilities to meet current and projected needs.

Open Space for Health and Safety

10. The City contains areas, which because of their inherent hazardous characteristics (i.e., flood-prone, high fire area, liquification potential, airplane hazards, etc.), are unsuitable for urban development.
11. The coastline within the City is encompassed within an active littoral cell. The beaches within the City are subject to severe erosion, and the coastline may be considered as transitional in that it may experience localized migration. Near-shore and beach developments have the potential to effect the activities of the littoral cell.
12. Increases in traffic associated with new development will add to air pollution, in particular ozone and carbon monoxide.
13. Construction activities could produce increases in dust and other particulates; construction vehicles and equipment could add to smog formation.

14. New industrial development could generate nuisance odors and toxic air contaminants (TACs), which could impact sensitive receptors.

DEVELOPMENT POLICIES

A. Goals

1. Maintenance and enhancement of natural resources and open space.

B. Objectives

1. Protect unique biological habitats from development.
2. Manage water resources to prevent overdraft and loss of water quality.
3. Protect agricultural lands from premature and unnecessary urbanization.
4. Provide for the continued timely extraction of minerals while minimizing land use conflicts.
5. Provide adequate open space areas to satisfy the current and future recreation needs of the City.
6. Manage urban development to protect open space areas that provide for public health and safety.
7. Protect and enhance areas of cultural and historic significance.
8. Preserve the coastline and beaches and minimize beach erosion.

C. Policies

Natural Resources

1. The City should encourage the preservation and enhancement of the riparian habitat along the Santa Clara River and in the McGrath Lake vicinity.

2. The City should encourage the preservation and enhancement of the wetlands in the Ormond Beach and Mugu Lagoon.
3. Sensitive habitat areas are to be designated as permanent open space on the Land Use Map.
4. The City should limit the recreational activities in open space areas with sensitive habitats to those activities that have minimal impact on sensitive habitats.
5. The City should consider setting aside nature preserves that encompass sensitive habitat areas and provide areas for educational and research purposes.
6. The City should encourage measures that maintain clean air and water.
7. The City should support anti-pollution measures and seek to control activities and developments that improve air and water quality.
8. The City shall require as a condition of approval for new development, wherever a short-term construction impact to air quality is identified, that dust control procedures and other measures designed to reduce the impact in ambient air quality are implemented.
9. The City shall treat all wastewater in compliance with approved discharge permits.
10. The City shall adequately control any mining activities and comment on the appropriateness of mining activities conducted under the authority of adjacent jurisdictions.
11. The City shall support updating the "208" Wastewater Control Plan to control urban and non-urban run-off.
12. The City should endeavor to maintain a minimal dependence on Basin 4A groundwater and support the policies of the local groundwater management agency to protect, enhance, and replenish the aquifers underlying the Oxnard Plain.
13. The City shall monitor all waste water discharges on a periodic basis to ensure that discharges comply with approved permits.
14. The City shall cooperate and actively participate in the Ventura County Underground Storage Tank Regulation Program, and immediately refer leaking underground tank cases to the County upon discovery.

15. The City shall take steps to prevent accidental oil spillage at City-owned facilities.
16. The City shall monitor agricultural water through the City's Point Source Control Program.
17. The City shall require by conditions of approval that silt and sediment from construction be either minimized or prohibited.
18. The City shall condition or comment on any applications received for dredging to control turbidity and prevent interruption with spawning or migratory cycles, condition and conduct harbor and bay development in a manner that will result in the lowest reasonable level of contamination, monitor vessel wastes and report them to the proper agency, and continue to comment on the potential effects on ocean water quality of all offshore mining (oil and gas extraction) operations within the Santa Barbara Channel.
19. The City shall promote the use of water conservation measures, such as use of reclaimed water, efficient low flow fixtures and irrigations systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and education programs.
20. The City shall require water conservation design measures as a condition of approval for new developments.
21. The City should require immediate destruction of any abandoned water well at the time of abandonment.
22. The City shall adhere to the recommendations of the 208 Plan regarding groundwater extractions.
23. The City shall require minimization of paved and impervious surfaces to the extent feasible in new developments.
24. The City shall prevent further industrial growth into the Pumping Through Pipeline service area.

Managed Production of Resources

25. The City should provide a mechanism for approval of conservation easements and land banking to establish agricultural open space areas to be managed by either public or private conservation organizations or agencies.
26. The City shall continue the commitment of maintaining the existing Oxnard-Camarillo Greenbelt Agreement, as well as evaluating the possibility of expanding that agreement and

creating a new Greenbelt in the northwest portion of the Planning Area.

27. The City should encourage the use and formation of Land Conservation Act contracts and other related agreements to offset the costs to property owners of identified agricultural lands.
28. The City should encourage adequate buffers between residential and agricultural uses, such as open space, recreational facilities, utility easements, and parking areas. Adequate fencing should be provided around agricultural areas to prevent vandalism.
29. The City should consider adopting a farmland protection program utilizing such land-use planning tools as transfer of development rights, purchase of development rights or conservation easements, farmland trusts and greenbelt agreements.
30. The City should promote the efficient reclamation of mineral resources areas.
31. The management of mineral resource extraction activities which are currently outside the City limits but within the City's Sphere of Influence should remain under the jurisdiction of the County of Ventura. Consideration of urban land uses in these areas shall be made only after completion of reclamation requirements.
32. In MRZ-2 Areas designated for land uses other than low density residential, industrial, open space and agriculture, the extraction of mineral resources prior to permitting development should be encouraged.
33. The approval of new development adjacent to an operational aggregate mine or MRZ-2 area should be designed and conditioned to avoid impinging on mining operations.
34. New mining operations should be designed to produce the least amount of incompatibility with surrounding, existing land uses (i.e., limited hours of operation, pest control, etc.)
35. Specialized production techniques, such as slant drilling, shall be required to limit the land area committed to oil recovery and to extract such resources adjacent to existing development.

Outdoor Recreation

36. The City should develop a comprehensive park system that provides adequate recreational opportunities for each area of the City as described in the Parks and Recreation Element.
37. The City should work with the County of Ventura General Services Agencies and encourage the Board of Supervisors to amend the County Regional Recreation Areas Plan to include identification of regional park and public open space areas in the City.
38. City should maintain an historical resource inventory and prohibit demolition or alteration of historical buildings or properties unless they are declared unsafe or unless proper notice has been given consistent with City ordinances.
39. The City shall require a cultural resources study that includes a field study component prior to the permitting of specific development plans which may affect significant historical resources. A qualified archaeologist should inspect development locations for surface evidence of archaeological deposits, and archaeological monitoring during grading should be required in areas where significant cultural resources have been identified or are expected to occur. If cultural resources are uncovered during construction, all work in the area should be halted and a qualified archaeologist consulted to determine the significance of the find. In the event that significant archaeological resources are threatened by development, alternatives should be considered, including planning construction to avoid archeological sites, deeding archaeological sites into permanent conservation easements, and planning parks, greenspace, or other open space to incorporate archaeological sites.
40. To ensure that there are no paleontological resources located within the City, a complete review of the locality files of the Natural History Museum of Los Angeles County and the Museum of Paleontology, University of California at Berkeley, should be undertaken.

Health and Safety

41. The City should encourage new development to be sited in areas other than areas with high geologic, tsunami, flood, beach erosion, fire or airport hazard potential.
42. Land within the 100-year floodplan is to be designated permanent open space as shown on the Land Use Map.

43. Land within the airport hazard area is to be designated permanent open space as shown on the Land Use Map.
44. The City shall support the regular dredging of local harbors to replenish beach sand supply.
45. The City should closely monitor proposals for drainage and water supply facilities which may impact potential beach sediment.
46. No residential construction or other sensitive land uses shall be permitted adjacent to any active or inactive land fill unless a thorough study of emissions from the facility is conducted and it is determined that no adverse health effects or significant odor impacts would occur. Alternatively, a safe buffer zone distance, based on analyses of worst case conditions, could be established around any such site within which no sensitive land uses would be permitted.
47. The City shall employ Transportation Systems Management (TSM) measures - including, as appropriate, bus turn-outs, street widening, or traffic signal synchronization - to mitigate traffic-related air emissions impacts.
48. The City shall adopt a TDM ordinance as provided for in the Circulation Element.
49. To the maximum extent feasible, and where shown to have a significant likelihood of reducing single-occupancy vehicle uses, the City of Oxnard shall implement Indirect Source Review (ISR)-type programs by requiring commercial developers to incorporate remote parking and shuttle services, improved public transit service between residential and employment or shopping centers, bike lanes and protected bicycle parking areas, and other project features that would reduce the need for automobile trips related to the development.
50. The City shall consider requiring Transportation Management Associations for multiple projects that may have adverse air quality impacts related to mobile sources, and contributions to off-site TDM funds to reduce residual impacts that cannot be mitigated on a project-specific basis.
51. The City of Oxnard shall provide traffic system improvements sufficient to reduce congestion at the congested intersections where CO concentrations may exceed state or federal standards and which would impact sensitive receptors.
52. For new construction at congested intersections with the potential for excessive CO exposure to sensitive receptors, the City shall consider:

- a. Requiring modeling or monitoring, as appropriate, of potential CO impacts prior to construction of all projects where project EIR analysis indicate that any intersection might experience CO concentrations in excess of state standards; and
 - b. Prohibiting the construction of residences or buildings serving the public lacking ventilation systems within 25 feet (or an appropriate distance established by further site-specific analyses) from the affected intersection.
53. The City shall require all construction equipment to be maintained and tuned to meet appropriate EPA and CARB emissions requirements. At such time as new emission control devices or operational modifications are found to be effective, such devices or operational modifications shall be required on all construction equipment operating pursuant to City permits.
54. During smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
55. To minimize dust and air emissions impacts from construction impacts the City shall consider requiring the following as a condition of obtaining permits:
- a. Site dust suppression - including:
 - watering all excavated material to prevent wind erosion while it is on-site or being moved,
 - periodic watering of construction sites or use of APCD approved dust suppression compounds that bind with the surface layers of soil and prevent soil particles from being eroded,
 - controlling the number and activity of vehicles on site at any given time,
 - seeding areas to be left inactive for a long enough period to secure the soil,
 - limiting the area excavated at any given time,
 - limiting on-site vehicle traffic to 15 miles per hour, and
 - sweeping streets adjacent to the construction site to remove dust caused by the construction activities;

- b. Installing an approved wind measuring device at the construction site and halting dust generating activities during high wind events (winds in excess of 20 miles per hour, averaged over one hour);
 - c. Requiring vehicles hauling dirt or other material subject to wind erosion during transportation to be covered or watered down to prevent dust emissions;
 - d. Limiting the ground area which is exposed to limit the amount of dust that can be generated in high winds even with no construction activity occurring; and
 - e. Requiring construction activities to utilize feasible new technologies to control ozone precursor emissions, as they become available.
 - f. Requiring any proposed development located adjacent to a property with dissimilar land uses or zoning (e.g., school next to industrial) and which has the potential to emit significant amounts of air pollutants to complete an air emissions inventory and site-specific air quality analysis to ensure that odor nuisances and/or TAC emissions would not reach significant levels, and comply with specific mitigation measures as appropriate.
56. Permitting of any industrial development shall not be completed without a thorough evaluation of the potential impact of toxic air contaminants (TAC) emissions from the facility. Such an evaluation shall:
- a. Identify all toxic chemicals that will be used on site, both as raw materials and as waste products;
 - b. Quantify the potential emissions of toxic materials to the atmosphere;
 - c. Where preliminary analysis indicates the potential for significant emissions of TACs, assess the potential adverse health and safety risk of the quantities of emissions identified; and
 - d. Mitigate any unacceptable risks so identified.

If potentially significant TAC emissions are associated with the facility, all reasonable and feasible mitigation measures and full mitigation to insignificant levels shall be required as a condition of permit approval for that project.

57. Development projects for which air quality impacts are identified in their respective EIRs shall be subject to mitigation monitoring as required by AB 3180. Such monitoring

programs should be drawn up as part of each project's condition of approval. The cumulative results of mitigation monitoring should be considered in the City's Five-Year Development Plan.

D. Plan Proposals

The Open Space/Conservation Element Map is shown in **Figure VII-11**.

IMPLEMENTATION MEASURES

1. Monitor and control potential industrial and commercial hazardous waste sources through participation in the County of Ventura program proposed by the Tanner Plan.
2. Develop roads and utilities around prime agricultural areas rather than through them.
3. Formalize the urban buffer policies in an ordinance to ensure that a minimum 30' wide landscaped buffer serves as a transition between rural and urban uses.
4. Participation in the South Coast Regional Beach Erosion Control Group (BEACON).
5. Adopt a Resources Protection zoning designation for sensitive habitats to prevent the encroachment of detrimental land uses.
6. Require sand and gravel companies to adopt reclamation plans to promote the efficient recycling of mineral resource areas.
7. Support the Pumping Through Pipeline (PTP) project. This project, administered by the County of Ventura will remove 47 wells throughout the County where seawater intrusion is advancing the fastest. The wells will be replaced with deep wells and water will be pumped to agricultural areas to prevent further deterioration of water quality.
8. Develop a program to establish a scenic trail corridor along the south side of the Santa Clara River and extending south along the coastline and Edison Canal to link the coastal recreation areas and three state beaches within the Planning Area.

FIGURE VII-11
OPEN SPACE/CONSERVATION ELEMENT MAP

SEE FOLDOUT

GENERAL PLAN

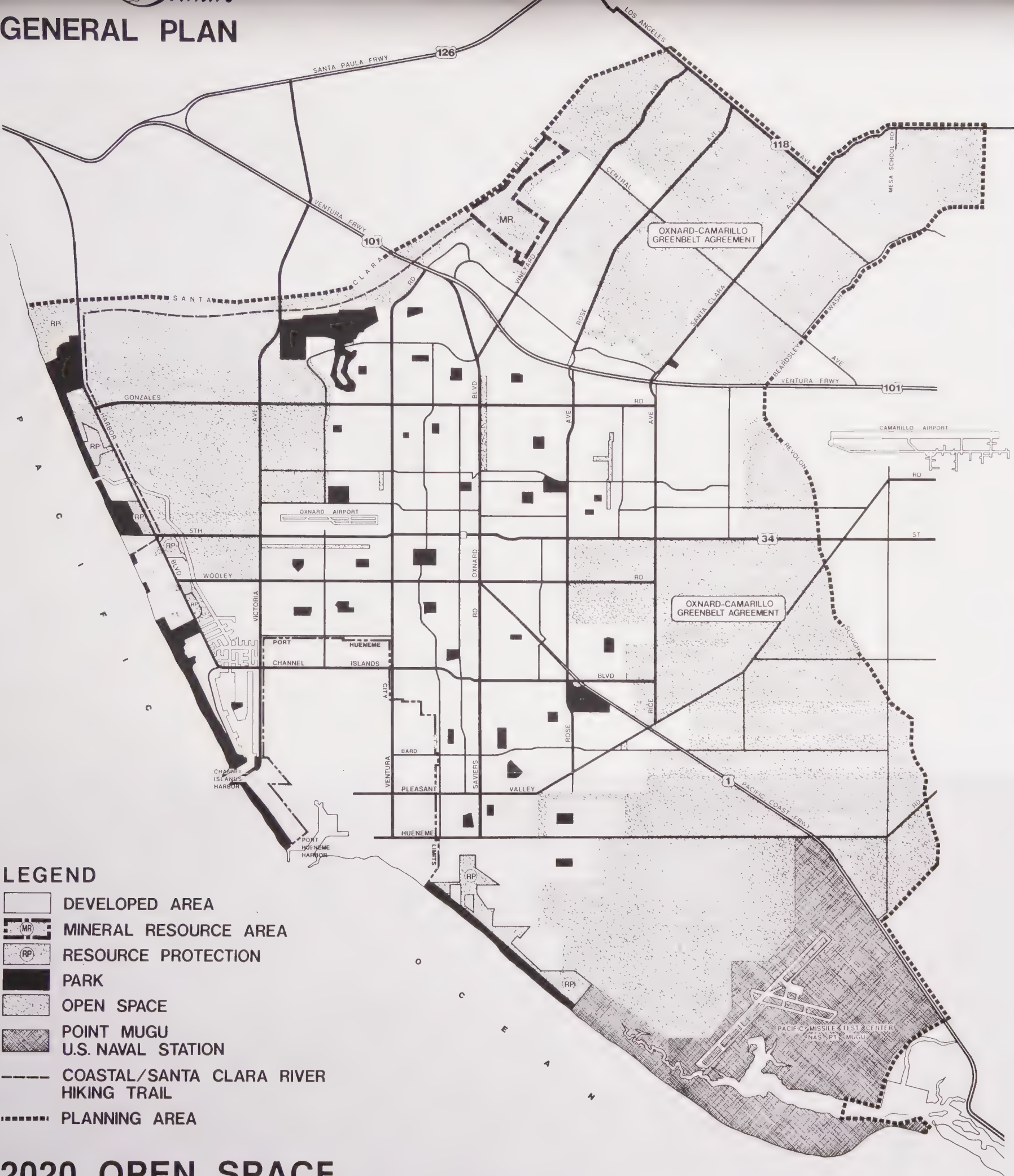
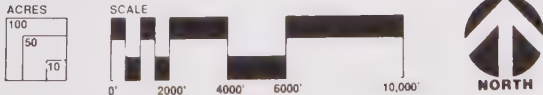


Figure: VII-11



9. Promote water conservation in the landscaping and irrigation of public facilities through the use of drought tolerant landscaping materials and irrigation systems that have moisture sensors that enable the amount of water applied to be regulated.
10. The City will propose the extension of the Oxnard-Camarillo Greenbelt south of State Route 1 in cooperation with the City of Camarillo and County of Ventura in order to maintain existing agricultural uses and to prevent the encroachment of non-agricultural uses.
11. The City will propose the creation of an Oxnard-Ventura Greenbelt in cooperation with the City of San Buenaventura and the County of Ventura. Such a Greenbelt would include all agriculture and open space areas in the west and northern portions of the Planning Area north to the Southern Pacific Railroad in the Ventura Area of Interest.
12. Amend the City zoning ordinance to establish specific limits for the location of outdoor advertising structures within scenic highway corridors and thoroughfares.
13. Develop specific project conditions regarding protection of Native American cultural resources and require a cultural resource evaluation in environmental impact reports for non-infill development areas.
14. Evaluate proposals for upstream flood control and water storage facilities in light of potential effects on beach sand replacement efforts.
15. Evaluate a solid waste recycling program for residential, commercial and industrial uses to reduce the waste stream to extend landfill life and conserve energy and resources.
16. Expand voluntary water conservation efforts and develop emergency water source reduction contingency plans in the event of drought or natural disaster.
17. Evaluate a City policy to buy recycled paper products.
18. Require that any proposed development located adjacent to any active or closed landfill fully evaluate the potential environmental impacts associated with the ongoing activities related to these facilities.
19. Rehabilitate, restore and protect existing environmental resources in Ormond Beach area and enhance public access to this resource by 1995 in the event that a major private development for the Ormond Beach Specific Plan Area is not approved within 24 months of the adoption of this 2020 General Plan. Funding sources for such a program may

include the Oxnard Redevelopment Agency, the Coastal conservancy, and offshore oil impact mitigation fees.

20. Adopt a TDM Ordinance.



VIII. Safety

VIII. SAFETY ELEMENT

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VIII. SAFETY ELEMENT

INTRODUCTION

In 1971, the California Legislature made the Safety and Seismic Safety Elements mandatory. The requirements of a Safety Element was partly a reaction to damaging wildland fires in September and October, 1970. The requirement of a Seismic Safety Element was prompted in large part by the San Fernando earthquake. In 1984, the two elements were combined.

The Safety Element's purpose is to reduce deaths, injuries, property damage, and economic and social dislocation resulting from natural hazards including flooding, mudslides and soil creep, tsunamis and seiches, land subsidence, earthquakes, avalanches, other geologic phenomena, levee or dam failure, certain types of urban and wildland fires, and building collapse. It is the primary vehicle for identifying the hazards that municipalities must consider when making land use decisions.

SETTING

A. Geologic Hazards

The Oxnard Plain is situated in the Transverse Range Province. It is oriented transverse to the Coastal Mountains and the Sierra Nevada Range in the north and the peninsular ranges in the south.

The Oxnard Plain is comprised of alluvial deposits of silt, sands and gravel, which extend to a depth of approximately 500 feet beneath the City. The history of alluviation is related to the Santa Clara River and its flood patterns. Beneath the alluvium lies the San Pedro formation, which consists of moderately indurated sandstones and conglomerates. This formation is approximately 4,000 feet thick beneath the City and is well exposed in the foothills to the north. Older formations are also present beneath the Oxnard Plain and exposed in the adjacent mountains.

No Alquist-Priolo zones exist within the City, however, because the City lies in a seismically active region, it is susceptible to several types of earthquake-related risks, including surface rupture, ground shaking, liquefaction, tsunamis, and dam inundation.^{1/}

1. Surface Rupture

A surface rupture is a break in the ground's surface and the associated deformation resulting from the movement of a fault. While there are no known active faults within the City limits, active and/or potentially active faults are present in the surrounding region, and some of these may extend into the subsurface beneath the City. Seismic activity on regionally active faults could result in surface rupture.

^{1/}The 1986 California Continental Margin Geologic Map Series indicating fault plane solutions, earthquake epicenters, gravity and magnetic anomalies, well tracklines and data sources are on file at the Oxnard Planning Department.

Fault activity is classified as active or potentially active. An active fault is one that has had surface displacement within the last 11,000 years (Holocene period); a potentially active fault is one that evidences surface displacement during the last 2 million years (Quaternary period). These active and potentially active faults are the ones affecting present day construction, although it is possible that activity will occur along other faults in the future.

Fault systems pertinent to the City of Oxnard and their classifications are shown in **Table VIII-1**. Those lying at least partially within the Planning Area are shown in **Figure VIII-1**.

2. Ground Shaking

The City will probably experience ground shaking from earthquake activity that is most likely associated with the faults in the surrounding area. In relative terms, the ground shaking could be severe with an earthquake of maximum credible or probable magnitude in one of the nearby faults. Maximum credible and probable earthquake parameters are shown in **Table VIII-2**. The Central Business District contains many unreinforced masonry structures which could experience damage during an earthquake event. (See **Figure VIII-1**.)

3. Landslides

Landslide is the general term for the dislodging and falling of a mass of soil or rocks along a sloped surface. The relatively level terrain of the City minimizes the potential for landslides.

TABLE VIII-1
FAULT SYSTEMS PERTINENT TO CITY

<u>Fault System</u>	<u>Approximate Location to City</u>	<u>Classification</u>
Oak Ridge	1 mile to northwest	PA
Springville	1.5 miles to northeast	PA
Camarillo	3.5 miles to northeast	PA
Pitas Point-Ventura	6 miles to northwest	A
Simi	7 miles to northeast	PA
Red Mountain	10 miles to northwest	PA
Anacapa	12 miles to south	PA
Orcutt Canyon	14 miles to north	PA
Javon	14 miles to northwest	A
Carpenteria	14 miles to northwest	PA
Lion Canyon	14 miles to north	PA
Oakview	14 miles to north	PA
San Cayetano	15 miles to north	
Malibu Coast	15 miles to southeast	PA
Mission Ridge		
Arroyo Parida	16 miles to northwest	PA
Stepard Mesa-	18 miles to northwest	PA
Rincon Creek	18 miles to northwest	PA
Santa Ynez	20 miles to north	PA
Catalina Escarpment	20 miles to south	PA
Fault "Y"	21 miles to northwest	A
Santa Susana	24 miles to northeast	PA
Santa Cruz Island	24 miles to southwest	PA
San Pedro Basin	24 miles to southeast	PA
Holser	25 miles to northeast	PA
Palos Verdes Hills	29 miles to southeast	PA
Lavigia	30 miles to northwest	PA
Northridge	32 miles to northeast	A
San Jose	33 miles to northwest	PA
San Gabriel	34 miles to northeast	A
More Ranch	34 miles to northwest	PA
Santa Monica	35 miles to southeast	PA
San Fernando	38 miles to northeast	A
San Andreas	42 miles to northeast	A

A = Active

PA = Potentially Active



GENERAL PLAN



TABLE VIII-2

MAXIMUM CREDIBLE AND PROBABLE EARTHQUAKE PARAMETERS

<u>Fault System</u>	<u>Maximum Credible Magnitude^{1/}</u>	<u>Maximum Probable Magnitude^{2/}</u>
Oak Ridge	7.5	6.7
Springville	--	--
Camarillo	--	--
Pitas Point-Ventura	6.1	6.6
Simi	6.6	6.6
Red Mountain	--	6.6
Anacapa	--	6.7
Orcutt Canyon	--	--
Javon	--	--
Carpenteria	--	--
Lion Canyon	--	--
Oakview	--	--
San Cayetano	6.75	6.7
Malibu Coast	7.5	6.6
Mission Ridge		
Arroyo Parida	--	6.6
Stepard Mesa-	--	6.5
Rincon Creek	--	--
Santa Ynez	7.5	6.7
Catalina Escarpment	--	6.7
Fault "Y"	--	--
Santa Susana	6.6	6.6
Santa Cruz Island	--	6.7
San Pedro Basin	--	6.6
Holser	--	6.0
Palos Verdes Hills	7.0	6.6
Lavigia	--	--
Northridge	6.5	6.2
San Jose	--	6.4
San Gabriel	--	6.7
More Ranch	7.25	6.6
Santa Monica	7.5	6.6
San Fernando	6.5	6.4
San Andreas	8.25	8.1

-- Not Available

^{1/} Source: CDMG (Greensfelder) 1974. The maximum credible earthquake for a particular fault is the largest magnitude event that appears capable of occurring under the presently known tectonic framework.

^{2/} Source: Yerkes 1985. The maximum probable earthquake is the maximum earthquake likely to occur during a 100 year interval. It is regarded as a probable occurrence, not as an assured event that will occur at a specific time.

4. Liquefaction and Compaction

Liquefaction is an unstable ground condition in which water-saturated soils change from a solid to semi-liquid state because of a sudden shock or strain. The potential for liquefaction exists throughout most of the City because there is a thick section of alluvial deposits and a high ground water level.

The primary determinant for liquefaction in the Oxnard Plain is the depth of the water table, which is related to pumping from various waterwells, and ranges from 0 feet near the coastline to approximately 40 feet at the northeastern corner of the City. Areas of liquefaction susceptibility are shown on **Figure VIII-2**.

Because of the thick section of alluvial deposits, the potential compaction of soils caused by seismic events also affects a substantial portion of the City. Generally, the potential settlement is 1 to 2 feet for most of the City.

5. Tsunamis and Seiches

A tsunami is a tidal wave produced by off-shore seismic activity. As a coastal city, there is always the potential for tsunami damage; development along the coast line has increased the risk. While most coasts along the Pacific Basin have a long history of tsunami damage, such damage to California has been relatively slight in recent historical times. The most recent tsunami to cause appreciable damage to California occurred with the great Alaskan earthquake on March 27, 1964.



LIQUEFACTION POTENTIAL

Figure : VIII-2



Five major tsunamis in recent history that have affected the California coast are as follows:

<u>Date</u>	<u>Source Location</u>	<u>Earthquake Magnitude</u>
1946	East Aleutian Trench	8.4
1951	Kamchatka Trench	9.0
1957	Central Aleutian Trench	9.1
1960	Chile Trench	9.4
1964	Gulf of Alaska	9.2

In addition, approximately 50 other tsunamis have been reported along the California coast since 1912. Waves induced by off-shore tsunamis could be transported from the shoreline to approximately one mile inland, as shown in **Figure VIII-3**.

Seiches are harmonic waves in an enclosed water body caused by seismic activity. Potential seiche areas include the Channel Islands Harbor and Mandalay Bay. These areas are shown on **Figure VIII-3**.

6. Dam Sites and Inundation

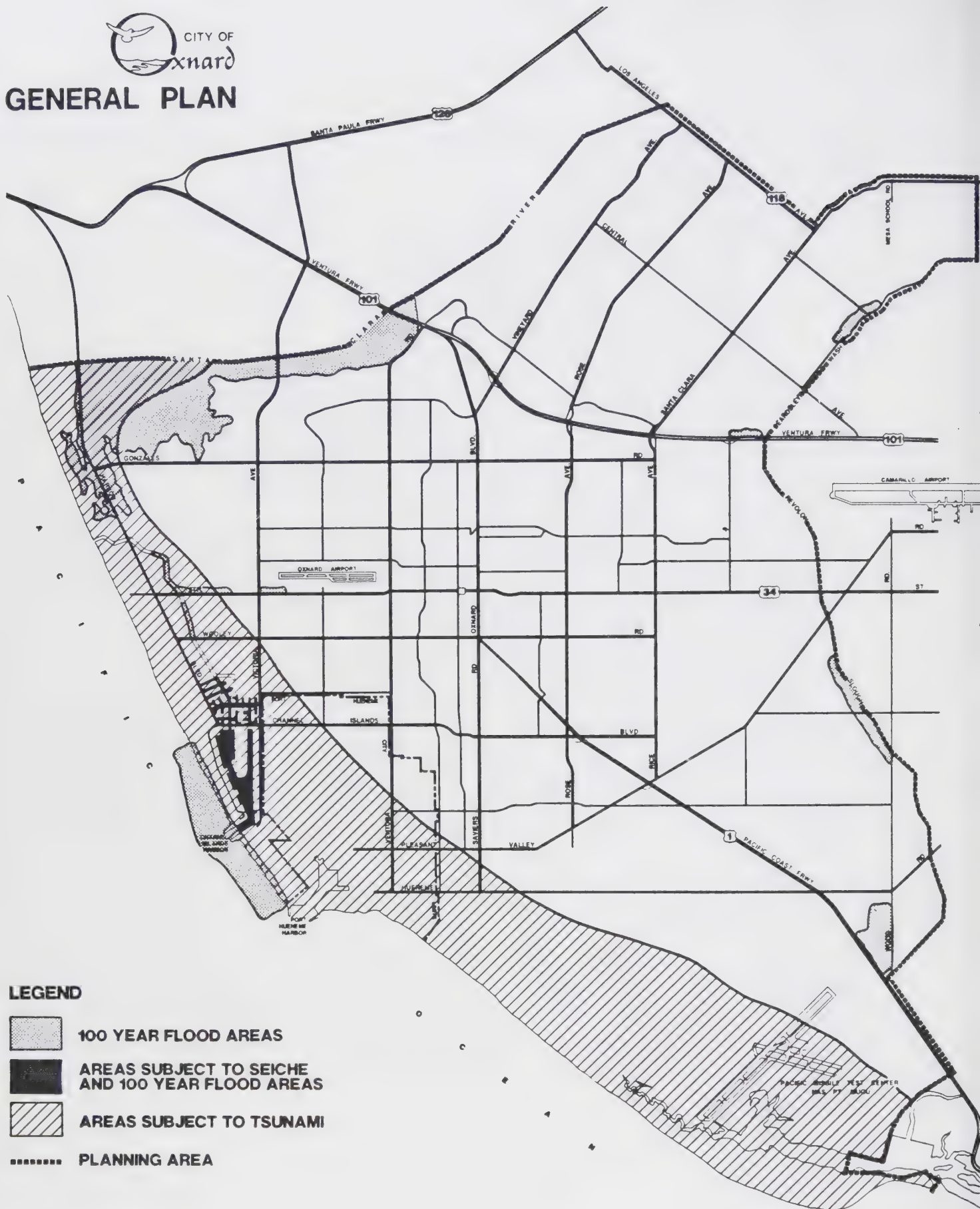
There are several major dams located upstream from the City on the Santa Clara River. These are the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. These dams are located at least 35 miles from the City. The risk of inundation from dam failure is uniform throughout the City but is considered remote.

7. Subsidence and Uplift





Subsidence may be defined as the downward movement of a relatively large amount of land caused by the withdrawal of subsurface water and/or petroleum. Conversely, uplift is the upward movement of a relatively large amount of land caused by the injection of water or petroleum and/or by tectonic forces.



GENERAL PLAN



LEGEND

-  100 YEAR FLOOD AREAS
-  AREAS SUBJECT TO SEICHE AND 100 YEAR FLOOD AREAS
-  AREAS SUBJECT TO TSUNAMI
-  PLANNING AREA

FLOODING AND TSUNAMI / SEICHE POTENTIAL

Figure : VIII-3



Portions of the City have subsided. The available records show that the amount of much of this subsidence is at least one foot. In the area near Hueneme Road and State Route 1, which is adjacent to the southeast corner of the City, the amount of subsidence has been up to 1-1/2 feet. Subsidence zones are illustrated in **Figure VIII-1**.

Uplift in the City is unknown at this time, however, the adjacent mountain terrain is uplifting at rates of approximately 0.02-0.4 inches per year.

B. Beach Erosion

Beach erosion occurs along the shoreline from Point Conception to Point Mugu. Development and use of the shoreline has caused the loss of natural sand beaches to become a problem.

Because beach erosion affects the entire Southern California shoreline, 17 political jurisdictions and government agencies have formed the Beach Erosion Authority for Control Operations and Nourishment (BEACON) to implement regionally coordinated shoreline protection measures. BEACON has identified the major causes of beach erosion to be as follows:

1. Construction of the Santa Barbara, Ventura, and Channel Islands Harbors has created sediment sinks. To the degree that these harbors are not fully dredged on a continuing basis, they contribute to downcoast beach erosion.
2. Construction of flood control structures and reservoirs on the rivers and streams in Santa Barbara and Ventura counties reduced peak waterflows -- accordingly reducing the amount of sand reaching the coast. In addition, sediment that is impounded behind the dams cannot reach the coast.
3. Extreme rainfall years with heavy run-off produce a disproportionate amount of sand supply to the coast. For the past several decades, weather patterns have been unusually mild, and thus large amounts of sand have not reached coastal beaches.
4. A gradual rise in sea level over the last century has reduced the size of the exposed sand beach.

The beach in front of Oxnard Shores is severely damaged. Past storms have damaged beach front homes, and the winter storms of 1983 severely flooded this area. Blowing sand in the Oxnard Shores area has caused a significant loss of sand from the beach and created extensive dunes. In addition, the erosion at Hollywood Beach may eventually require the placement of sand on the beach.

Limited development of single family homes on beach front lots is permitted west of Mandalay Beach Road. Construction is required to be on pilings and setback in order to minimize increased beach erosion.

C. Flooding

The Oxnard Plain has a very low land profile. To mitigate flood hazards, the City of Oxnard in 1979 adopted a Master Plan of Drainage, a Floodplain Management Ordinance, and became a member of the National Flood Insurance Program (NFIP). The Floodplain Management Ordinance, Chapter 35 of the Oxnard City Code, states requirements for development in areas subject to flooding. Any new development is required, through conditions of approval, to eliminate flooding problems as identified by NFIP.

The Ventura County Flood Control District has the authority to maintain and construct flood control facilities on the channels shown on the District's Comprehensive Plan. Oxnard is located within District Zone 2, the Santa Clara River Watershed, which includes East Ventura, El Rio, Fillmore, Oxnard, Piru, Point Hueneme and Santa Paula. A permit from the Flood Control District must be obtained for most activities in the bed and on the banks of these channels.

The NFIP, which is administered by the Federal Emergency Management Agency, has regulations requiring communities to adopt land use restrictions for their 100-year floodplain to qualify for federally-subsidized flood insurance. These restrictions include a requirement that residential structures be elevated above the level of the 100-year flood and that other types of structures be flood-proofed. The occasional shallow flooding that

occurs in developed areas of Oxnard is not severe. The extent of the 100-year floodplain is shown on **Figure VIII-3**.

D. Hazardous Materials

Approximately 60 to 70 tank cars loaded with hazardous materials are transported each week through the center of Oxnard on the Southern Pacific Railroad. Out of the daily average of 160 trucks per hour entering Ventura County on U.S. Route 101, the California Highway Patrol estimates that 5½% carry hazardous materials and an additional 2½% carry hazardous wastes. No hazardous waste disposal sites are located within the City of Oxnard.

The Oxnard Fire Department administers the Hazardous Materials Ordinance and monitors the use of hazardous materials in the City. The Fire Department has identified approximately 1,000 businesses that handle, store or use hazardous materials. Flammable liquids comprise the largest amount of hazardous materials; it is estimated that 200,000 gallons of flammable liquids are stored each month, not including fuel storage. Other hazardous materials that are stored in substantial amounts include corrosives, compressed gases and agricultural chemicals.

The 1989 Ventura County Hazardous Waste Management Plan proposes designated routes for the transportation of hazardous wastes and hazardous materials through Ventura County. Within the Oxnard Planning Area, these routes include U.S. Route 101 and Hueneme Road from Port Hueneme to Las Posas Road.

No known buildings are located over abandoned oil wells, however, there are numerous abandoned wells located within the City's four major oil fields in addition to approximately 50 such wells outside the oil fields. (See **Figure VII-9** in the Open Space/Conservation Element).

TABLE VIII-3
FIRE DEPARTMENT FACILITIES

<u>Location</u>	<u>Personnel and Equipment</u>
Station #1 206 W. Second St.	1 fire engine/3 persons 1 rescue vehicle/1 person
Station #2 531 E. Pleasant Valley Road	1 fire engine/3 persons
Station #3 150 Hill St.	1 fire engine/3 persons
Station #4 230 E. Vineyard Ave.	1 fire engine/3 persons 1 Ventura County fire engine/3 persons 1 County patrol vehicle/1 person
Station #5 1450 Colonia Rd.	1 fire engine/3 persons 1 85 ft. ladder truck/2 persons
Station #6 2601 Peninsula Rd.	1 fire engine/3 persons 1 rescue vehicle/1 person

E. Public Safety

1. Fire

The Oxnard Fire Department is a full time prevention and suppression agency made up of firefighters and support personnel. The Department maintains six fire stations which are described in **Table VIII-3**.

There are four reserve fire engines. The City of Oxnard Fire Department has an automatic aid agreement with Ventura County and mutual aid agreements with the City of Ventura, Ventura County and Point Mugu. The average response time for fire services within the City is three minutes. Oxnard has a Class 2 insurance rating.

Good water pressure exists throughout the City, and adequate pressure exists during peak demand periods. The City water system is continually

being upgraded. The City is currently expanding the supply system (Springville Reservoir Project) and the distribution system (Blending Station #4 and Water Pressure Separation Vaults) to ensure that enough water can be delivered at adequate fire flow levels as new customers come on line. The ultimate water distribution system will be capable of delivering approximately 106 cubic feet per second (approximately 68 million gallons per day) which meets the State's required fire flow levels.^{2/} It is the Fire Department's policy not to permit new construction unless an adequate water supply exists to serve the project.

The most frequent fire calls in Oxnard are residential fires, vehicular fires and weed/trash fires. High demand areas for fire services are the La Colonia and Aleric Street areas.

Projected needs for new or relocated fire stations is discussed in the Public Facilities Element. In order to maintain current staffing ratios an additional 29 firefighters would be needed at build-out, for a total of 125.

2. Police

The Oxnard Police Department maintains a staff of sworn officers and support personnel. The City is divided into seven beats, all of which are patrolled 24 hours a day by uniformed police officers in four shifts per day. The ratio of officers per capita is 1.34 officers per 1,000 population. The Department employs state-of-the-art crime techniques, computerized systems and innovative crime prevention programs. The crime rate has declined in recent years. Oxnard also maintains a very active Neighborhood Watch Program.

The most prevalent crimes in Oxnard are burglaries and thefts. Beat 1 in the northern portion of the City (between Gonzales Road and U.S.

^{2/} Oxnard Department of Public Works, Summary of Public Works Utility Future Operations (September 29, 1989).

Route 101) is the highest service demand area. The greater amount of service calls within this beat is due partially to the fact that shopping centers are located in the area.

Service response time for emergency calls is 2.2 minutes. Service response time for non-emergency calls ranges from 12-15 minutes.

In order to provide sufficient police services for planned future growth, an additional 50 officers would be required, for a total of 224 officers.

3. Emergency Preparedness

The City adopted an Emergency Preparedness Plan in 1984. The Plan will be reviewed and updated every four years. There is a City emergency center in the Public Safety building, which is located at 251 South C Street. Primary evacuation routes consist of Fifth Street, Channel Island Boulevard, and Route 101 and Route 1. (See **Figure VIII-1.**)

F. Airport Safety

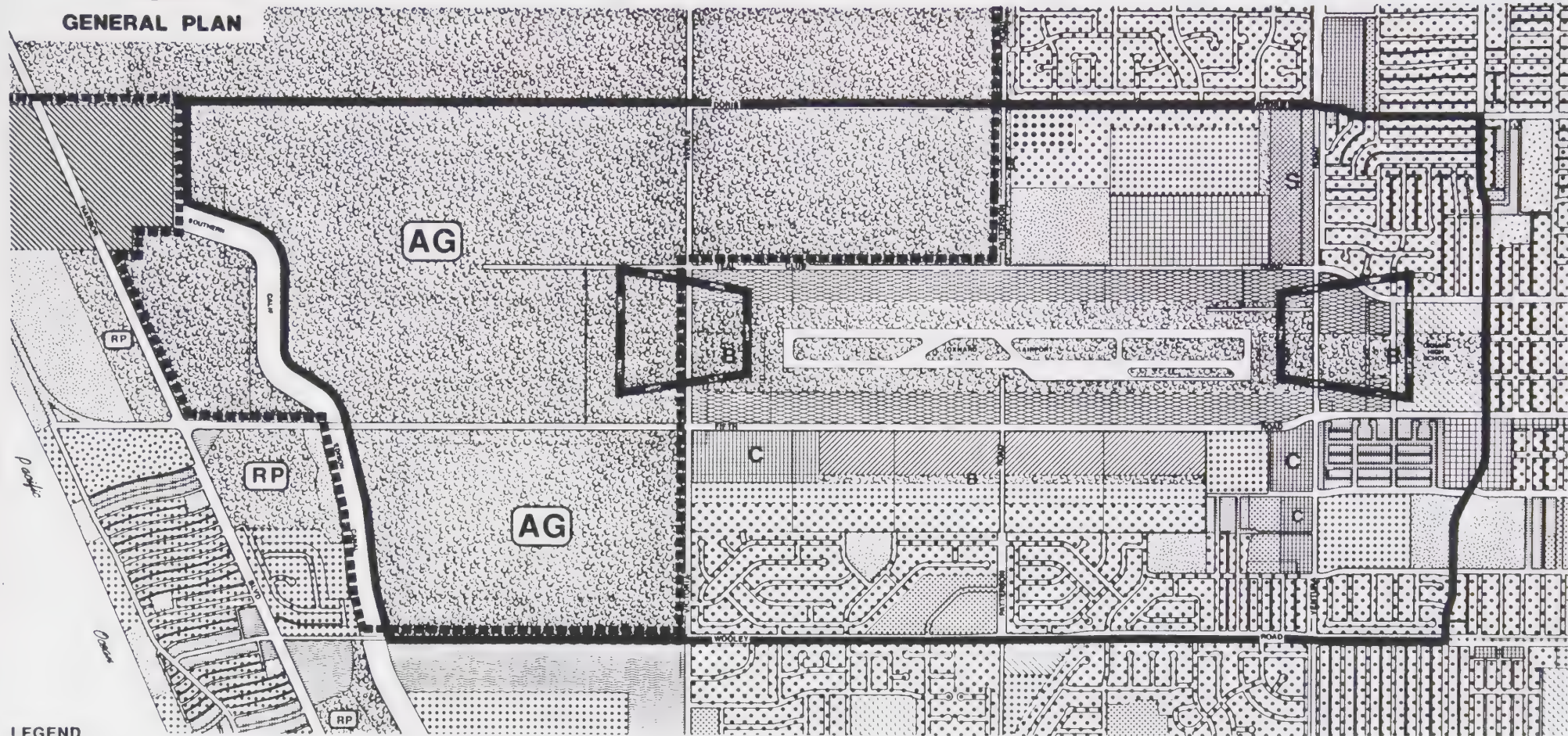
Aircraft operations create the potential for injuries to people and damage to property. The severity of accidents varies greatly, depending on the weight, speed, and fuel load of the aircraft. The amount of destruction resulting from an accident also depends on the land uses in the impacted area.

The Oxnard Airport is bounded by Teal Club Road to the north, Ventura Road to the east, West Fifth Street to the south and Victoria Avenue to the west. Over 90% of all aircraft approaches to the Oxnard Airport are in an east to west direction over the City of Oxnard. In 1985, there were a total of 170,000 aircraft operations at the Oxnard Airport. According to the Airport Noise Control and Land Use Compatibility Study (ANCLUC), the annual operations capacity is 230,000 operations. The airport clear zones for Oxnard Airport are shown on **Figure VIII-4.**



GENERAL PLAN

OXNARD AIRPORT CLEAR ZONES



LEGEND

RESIDENTIAL

- VERY LOW
- LOW
- LOW MED.
- MEDIUM
- HIGH

COMMERCIAL

- CONVENIENCE
- COMMUNITY
- SPECIALIZED
- OFFICE
- INDUSTRIAL BUSINESS & RESEARCH PARK

OPEN SPACE

- MISCELLANEOUS
- AGRICULTURE
- BUFFER
- PARKS
- OTHER
- AIRPORT COMPATIBLE
- SCHOOLS

CLEAR ZONE

OXNARD CITY LIMITS

LAFCO SPHERE OF INTEREST

AIRPORT SPHERE OF INTEREST

COUNTY GENERAL PLAN
DESIGNATES COUNTY
AREA AS AGRICULTURE

Figure : VM-4



IN ADDITION TO THE CAMARILLO AIRPORT ZONE AND
OXNARD AIRPORT SPHERE OF INTEREST, THE COUNTY OF
VENTURA'S NOISE CRITERIA WOULD APPLY TO USES
OUTSIDE THESE PLANNING AREAS

Camarillo Airport, while located outside the Oxnard Planning Area, is of interest to Oxnard because of its close proximity. Available records show approximately one accident per year associated with this airport from 1980 through 1983, with two accidents in 1984. None of these accidents resulted in major injuries or fatalities. Based on estimates of the number of annual operations, the accident rate has been one accident per 156,740 operations. As operations at this airport increase in the future, the risk of accidents can be expected to remain between 0.5 - 1.0 accident per 100,000 operations.^{3/}

The Naval Air Station at Point Mugu is a federal installation. The Navy is currently in the process of updating its Accident Prevention Zone (APZ) mapping for the Point Mugu facility.

G. Landfills

Bailard Landfill, which is located north of Gonzales Road and west of Victoria Avenue is presently the only active landfill within the Planning Area. Two other landfills, Coastal and Santa Clara, which have recently been closed, are located adjacent to and as part of the River Ridge Golf Course (see **Figure VIII-1**). These three landfills are all near areas that could support future development. Adjacent properties could be subjected to odors and gas migration. Three older landfills, Oxnard (Ormond Beach area), Walker-Sears by the Sea and Wagon Wheel (Wagon Wheel area) have all been developed upon.

FINDINGS

1. Geologic hazards that could affect the City of Oxnard include surface rupture, groundshaking, liquefaction, compaction, tsunamis and seiches, subsidence and uplift.

^{3/}Ventura County General Plan, Hazards Appendix (May 24, 1989), p. 54.

2. Coastal portions of the City are experiencing beach erosion due to increased development and use of the shoreline.
3. The City experiences occasional, shallow flooding in developed areas. Actions taken by the City to reduce flooding problems include membership in the National Flood Insurance Program (NFIP), adoption of a Master Plan of Drainage and adoption of a Floodplain Management Ordinance.
4. Hazardous wastes are transported through the City by truck and by rail. The 1989 Ventura County Hazardous Waste Management Plan identifies proposed routes for the transportation of hazardous wastes and hazardous materials through the City of Oxnard.
5. The City will need to increase the number of police and fire personnel to maintain existing service ratios in light of projected population.
5. The City has an Emergency Preparedness Plan.
6. There is a potential for aircraft accidents from development in the airport clear zones.
7. The Bailard, Coastal and Santa Clara Landfill sites are proximate to areas designated for potential future urban development.

DEVELOPMENT POLICIES

A. Goals

1. Maintenance and enhancement of a safe community.

B. Objectives

1. Manage urban development to protect areas subject to geologic hazards.
2. Minimize beach erosion.
3. Minimize damage to public and private property from flooding.
4. Provide for the safe use and transportation of hazardous materials and wastes.
5. Provide effective and efficient fire protection services.

6. Provide effective and efficient police protection services.
7. Provide for the operation of a safe airport.

C. Policies

Geologic Hazards

1. The City should adopt updated versions of the Uniform Building Code and require all new private and public construction to conform to its earthquake resistant design provisions.
2. The City shall require that adequate soils, geologic and structural evaluation reports be prepared by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for all new development.
3. The City should require that geological reports, building plans and the appropriate sections of environmental impact reports be reviewed by registered engineering geologists and/or structural engineers.
4. The City should evaluate disaster plans and potential effectiveness in light of various earthquake intensities.
5. With applications for permits and approvals, the City should require the submission of a geological report or a request for a waiver of such a report if the proposed development is located in a potential liquefaction area and the development proposal is one of the following:
 - a. Any subdivision of land subject to the Subdivision Map Act for which the eventual construction of a structure for human occupancy is contemplated; or
 - b. Structures for human occupancy, except single-family dwellings and mobilehomes, to be built or placed on lots previously approved through the building permit process.

Structures for human occupancy may only be constructed or placed on the site if the approved geological report shows that no undue hazard would be created. Mitigation measures may be required for human occupancy structures, based on the recommendation in the geological report.

Waiver of the liquefaction report is allowed in certain situations where it can be shown as follows: (1) that groundwater or geologic conditions do not constitute a

liquefaction hazard; or (2) that the proposed project is a land division; or (3) that satisfactory mitigation of the potential hazard is possible, as submitted by a qualified engineer or geologist.

6. All proposed development shall be required to complete a site-specific soils investigation, which addresses at a minimum liquefaction and compressible soil characteristics on-site. A report shall be submitted to the City detailing the findings of this soil investigation, and the report shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed development. All recommendations of said report shall be incorporated into the development as conditions of approval.
7. The City shall avoid, to the maximum extent feasible, increases in the level of groundwater extraction as a method for meeting new water demands. If feasible, the City shall reduce the level of current groundwater extraction to minimize existing subsidence trends.
8. The City should locate all facilities necessary to carry out post-disaster emergency services in areas of low geologic hazard risk.
9. All existing and future abandoned oil wells shall be required to be capped and secured according to the California Division of Oil and Gas Standards.

Beach erosion

10. The City should continue to actively participate in the Beach Erosion Authority for Control Operations and Nourishment (BEACON), and shall deny any future developments which cannot be mitigated to avoid significant adverse impacts on the function of the littoral system.
11. If proposals are ever submitted for reconfiguration of the Channel Islands Harbor or for the creation of a new sea-connected channel, harbor or marina, the City shall require the preparation of detailed shoreline erosion and littoral process studies to evaluate the impacts of such a proposal on local and regional beach erosion conditions. Such studies shall include mitigations to avoid significant erosion impacts, which would be required to be incorporated within that proposal.
12. In view of the potential rise in the sea level, the City should confer with appropriate state and federal agencies and seek information and advice concerning the probability, impacts, and mitigation measures to minimize beach erosion

and inundation of coastal development and shall evaluate specific mitigation measures in EIRs for new development in coastal areas.

Flooding

13. As a condition of approval, the City shall continue to require any new development to mitigate flooding problems identified by the National Flood Insurance Program.
14. The Flood Control District should require subdividers to dispose of drainage water originating within their subdivisions and all drainage water originating above their subdivisions that is concentrated by the construction of the subdivision by: (1) conducting the water to the natural water course draining the subdivision; or (2) discharging the water at the edge of their subdivisions and obtaining easements from downstream owners of the land over which the water will flow to the water course. Subdividers are required to construct the above works and such other works as will protect their subdivisions from damage by water and dedicate them to the County of Ventura Flood Control District for red line channels.
15. The City shall continue to provide information to the Federal Emergency Management Agency to ensure that Flood Insurance Rate Maps which cover Oxnard are updated periodically to address changing flood conditions brought about by urban developments.
16. The City shall continue to review proposed developments to ensure that they would not impact the capacity or ability of any natural drainages to conduct storm waters.
17. The City shall continue to review any development proposals which would create new channels to the Pacific Ocean, or which would substantially affect the configuration of existing channels, to ensure the avoidance of significant flooding impacts. The applicant of any such development proposal shall be required to submit a Flood Prevention Plan as a part of the application, which indicates that structures would be placed above resulting flood levels and which includes any proposed flood control facilities.

Hazardous Wastes

18. The surface area over abandoned wells should not be covered with new structures or streets, so equipment can be moved in if the well starts to leak.

19. The City should prohibit the transfer of toxic materials in residential, tourist and recreational areas.
20. The City shall not permit any use which pose a high risk to the health, safety, and welfare of the residents, workers and visitors or the natural environment of the City. A high risk use is any use which may have an inherent potential for significantly contaminating soils, ground water, or air and which may affect human and biological health, safety, and welfare through upset, explosion, or fluid or airborne leakage.
21. The City should implement the policies of the Ventura County Hazardous Waste Management Plan as they pertain to the Oxnard Planning Area.
22. The establishment of a hazardous waste collection and transfer facility shall only be considered in conjunction with a subregional evaluation of waste generation sources.
23. Consideration should be given to combining solid waste and hazardous waste collection and transfer facilities.
24. Preference for the location of such a facility is east of Rice Avenue in the Northeast Industrial Area.

Fire Protection

25. The City shall monitor the need for personnel through the Five-Year Development Plan and will require all large developments to prepare a fiscal analysis of fire personnel and equipment needs in conjunction with the CFIE process.
26. New commercial and industrial development shall provide sprinklers per City Fire Department requirements, and shall incorporate measures for fire prevention and access for fire fighting personnel and equipment.
27. The City should expand the requirement for sprinklers in residential uses and smaller commercial and industrial businesses.
28. The City should consider a Fire Prevention Mitigation Fee to provide a continued adequate level of service.
29. The City should require all new projects to have adequate fire service equipment and sprinkler systems.
30. The City should prohibit new development in any areas not served by sufficient water pressure to meet current standards.

31. The City should publicize fire services throughout the education system, placing an emphasis on the elementary school level.

Police Protection

32. The City shall monitor the need for personnel through the Five-Year Development Plan and will require all large developments to prepare a fiscal analysis of fire personnel and equipment needs in conjunction with the CFIE process.
33. New commercial and industrial development shall provide sprinklers per City Fire Department requirements, and shall incorporate measures for fire prevention and access for fire fighting personnel and equipment.
34. The City should expand the requirement for sprinklers in residential uses and smaller commercial and industrial businesses.
35. The City should require the Police Department to review all proposed development projects for potentially dangerous situations, and implement its recommendations.
36. The City should consider employing state-of-the-art law enforcement communication techniques to decrease response time.
37. The City should require crime prevention devices (deadbolts, locks, peepholes, etc.) in all new development.
38. The City should encourage use of the principles of crime prevention and defensible space through security design, Neighborhood Watch Programs, and other appropriate means.
39. The City should adequately publicize police protection services throughout the education system, placing an emphasis on the elementary school level, and encourage joint police-citizen participation through the Inter-Neighborhood Coordinating Council and Neighborhood Councils.

Emergency Preparedness

40. The City should encourage the creation of county-wide systematic review of emergency preparedness organizations, schools, police departments and programs.
41. The City should establish a volunteer citizens Disaster Group to help during emergencies.

Airport Safety

42. The City should participate in the forthcoming update of the Oxnard Airport Master Plan and should consider developing an Airport Compatibility Zone for the area located adjacent to Oxnard Airport.
43. The City should encourage new school facilities to be located beyond a two mile radius of the Oxnard Airport, subject to approval by the Department of Aeronautics.

Landfills

44. The on-going impacts associated with closed landfills shall be taken into consideration in establishing the intensity, density and location of development and buildings on adjacent properties.

IMPLEMENTATION MEASURES

1. Participate in the update of the Oxnard Airport Master Plan.
2. Adopt an Airport Compatibility Zone for the area located adjacent to Oxnard Airport.
3. Establish an ongoing program to identify and survey places of public assembly, such as hospitals, municipal facilities, schools, fire stations, churches, and other buildings that could expose large numbers to injury if there was a structural failure.
4. Develop public recreational and other programs to deter crime, including specific programs for young people.
5. Continued enforcement of the Uniform Fire Code.
6. Implement the County Hazardous Waste and Materials and Management Program.
7. Require that any proposed development located adjacent to any active or closed landfill fully evaluate the potential environmental impacts associated with ongoing activities and conditions of these facilities.



IX. Noise

IX. NOISE ELEMENT

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IX. NOISE ELEMENT

INTRODUCTION

Existing and future development of Oxnard is affected by noise levels, and the Noise Element provides information on the City's current and future noise levels. In largely undeveloped areas, this information enables the City to identify locations where noise may be a factor, especially for those land uses that are particularly sensitive to noise impacts. In more developed areas, the Noise Element provides a basis for the adoption and enforcement of noise standards and thereby helps to protect the health and well-being of persons living and working in Oxnard.

SETTING

A. Definitions

Noise is often defined as unwanted or objectionable sound. Although sound is measurable, noise is subjective. The effects of sound on people

range from annoyance and inconvenience to temporary or permanent hearing loss. Every day, people are subjected to a multitude of sounds at home or in the work place. The relationship between measurable sound and human irritation is the key to understanding noise impact.

The A-weighted decibel, commonly abbreviated dB(A), relates sound levels to the sensitivity of the human hearing system. This measurement is calibrated to detect the faintest audible sound and has approximately the same frequency response as the human hearing system. A listener often judges an increase in sound levels of 10 dB(A) as a doubling of sound.

Many sounds are by-products of desirable and necessary day-to-day activities. Unfortunately, some of these sounds are not only undesirable but may also be detrimental to health.

Everyday sounds normally range from 30 dB(A) (very quiet) to 100 dB(A) (very loud). Sound levels decrease as a function of distance from the source. As the sound wave travels away from the source, the sound energy is spread over a greater area, causing the sound power of the wave to be dispersed. Atmospheric absorption also influences sound levels. The greater the distance sound travels, the greater the degree of atmospheric absorption, which is a function of the frequency of the sound wave and the humidity of the atmosphere.

Noise is known to have several adverse effects on people. From these known adverse effects, criteria have been established to protect the public health and safety and to prevent disruption of certain human activities. These criteria are based on such known adverse effects as hearing loss (not generally a factor with community noise), communication interference, sleep interference, physiological responses and annoyance.

Community noise varies with time. Several rating scales have been designed to quantify noise exposure over a long period of time. These scales are defined as follows:

- o Equivalent Noise Level (LEQ) -- The average energy level of noise during the time period of the sample, expressed as a decibel. LEQ can be measured for any time period, but is typically measured for 15-minute, 1-hour or 24-hour periods.
- o Day Night Noise Level (Ldn) -- A 24-hour, time-weighted average noise level. Time-weighted refers to the penalty imposed for noise that occurs during certain sensitive time periods; those events that take place during the night (10:00 p.m. to 7:00 a.m.) are penalized by 10 dB(A). This penalty is imposed to account for increased human sensitivity to noise at night.
- o Community Noise Equivalent Level (CNEL) -- CNEL is similar to the Ldn scale except that it includes an additional 5 dB(A) penalty for events that occur during the evening (7:00 p.m. to 10:00 p.m.). Either Ldn or CNEL may be used to identify community noise impacts within the Noise Element.

A 65 dB(A) CNEL level describes an area as having a time-weighted average constant noise level of 65 dB(A), even though the area would experience noise events higher and lower than 65 dB(A). The same CNEL can describe an area with very few high level noise events and an area with many lower level noise events. To account for intermittent or occasional noise which would not be reflected on a time-weighted average scale, such as that from stationary noise sources, another method to characterize noise is used. The Percent Noise Level (L%) is the level exceeded X% of the time during the measurement period. For example, L90 is the noise level exceeded 90% of the time, L50 is the level exceeded 50% of the time, and L10 is the level exceeded 10% of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise level.

B. Land Use Compatibility Guidelines

The State of California has identified acceptable noise levels for various land uses. Maintenance of these desired noise levels will protect public health and welfare with an adequate margin of safety.

The State requires that interior noise levels resulting from the intrusion of exterior noise be limited to not more than 45 dB(A) CNEL for residential units, including transient lodgings such as hotels, motels, and inns. This interior standard is appropriate for hospitals and educational uses, which are also noise-sensitive land uses. A land use noise compatibility chart is shown in **Table IX-1**.

The state Aeronautics Act uses 65 dB(A) CNEL as the criterion that airports must meet to protect existing residential communities from unacceptable aircraft noise. The Oxnard Airport Noise Control and Land Use Compatibility Study (ANCLUC) identified existing residential uses to be discouraged within the 65 dB(A) CNEL.

C. Noise Sources

The main noise generators within the City of Oxnard consist of vehicular traffic along Route 101 (Ventura Freeway), major highways and thoroughfares, the Oxnard Airport and the Southern Pacific Railroad line. The concentration of these major generators may produce more noise than other cities of comparable size that have fewer noise generators.

1. Vehicular Noise

As with most communities, vehicular traffic generates the major source of noise in Oxnard. The traffic noise levels indicated in the Noise Element were computed using the Highway Traffic Noise Protection Model published by the Federal Highway Administration (FHWA-RD-77-108, December 1978). The Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the LEQ. Weighting these noise levels and summing them results in the CNEL for the traffic projections. Existing traffic noise levels are shown as contours in **Figure IX-1**.

TABLE IX-1
LAND USE COMPATIBILITY CHART

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL – LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL – MULTI. FAMILY						
TRANSIENT LODGING – MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS, NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						

INTERPRETATION



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

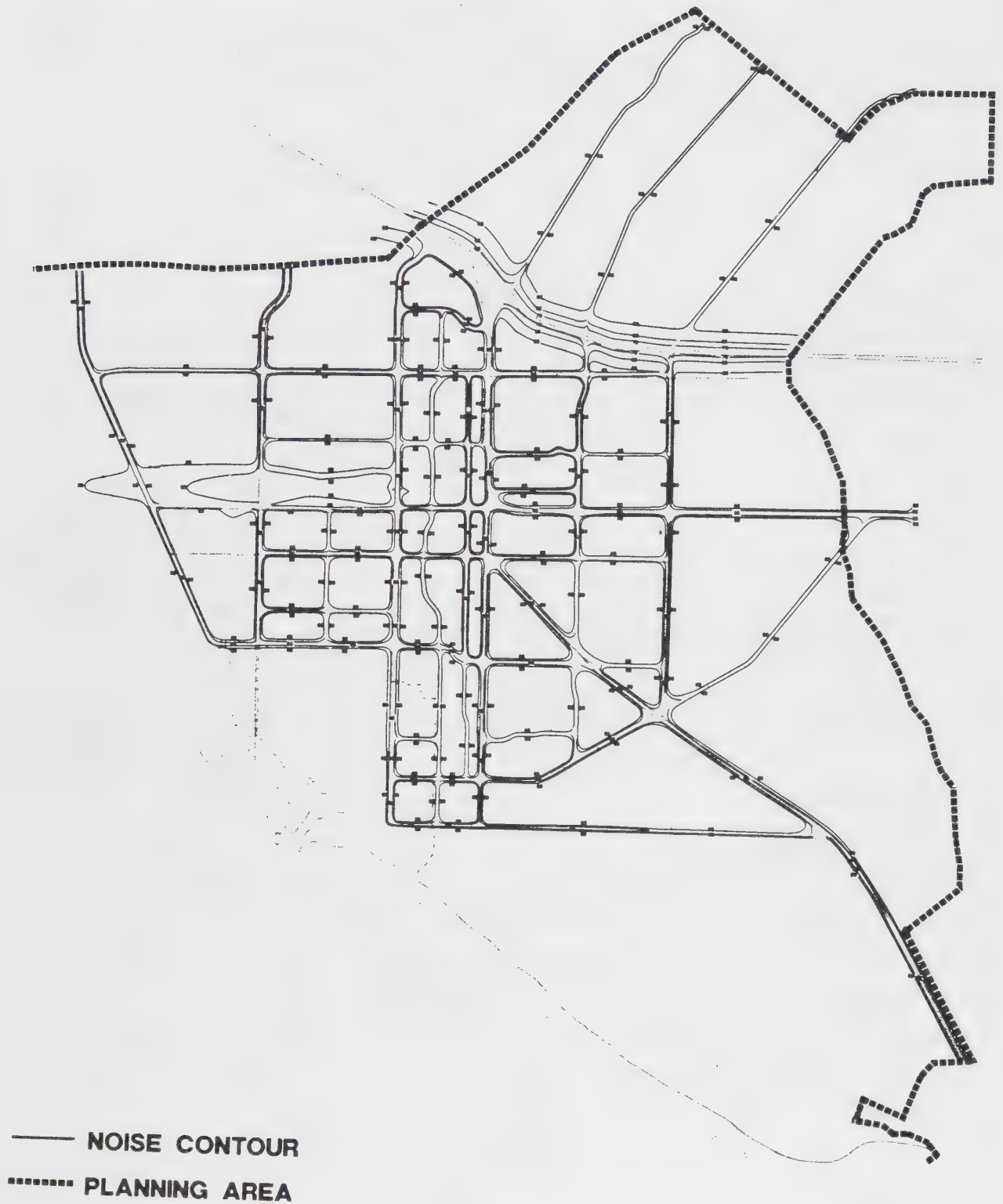


CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Source: Guideline for the Preparation of Noise Elements of General Plan, State Office of Noise Control.

GENERAL PLAN



EXISTING NOISE COUNTOURS

Figure : IX-1



A noise contour, which is similar to a topographic contour, maps a concentric footprint around the noise source.^{1/}

The highest noise levels are adjacent to the Ventura Freeway. Noise levels that would impact noise sensitive land uses such as residences, schools and hospitals also occur along major arterials including Victoria Avenue, Channel Islands Boulevard, Ventura Road and Oxnard Boulevard.

As traffic volumes increase, a greater number of land uses will be subject to vehicular noise impacts. Future traffic noise contours based on the proposed 2020 circulation system identified in the Circulation Element are shown in **Figure IX-5**.

2. Airport Noise

a. Oxnard Airport^{2/}

The California Division of Aeronautics has adopted the Community Noise Equivalent Level (CNEL) as their methodology for describing airport noise exposure. The Federal Aviation Administration (FAA) and Environmental Protection Agency (EPA) use the Day Night Noise Level (Ldn) for quantifying noise levels in the community. As noted above, the Ldn and CNEL are closely related, and noise levels computed by the two methods typically differ by less than 1 dB(A), even though the Ldn does not apply a weighting factor to noise occurring within the evening (7:00 to 10:00 p.m.).

^{1/} The State legislation now permits the use of either noise monitoring or approved methods of noise modeling in preparing noise contours. Both analyses were utilized to prepare this element. Stationary sources were monitored while vehicular and railroad sources were modeled.

^{2/} The information in this section is based on the Oxnard Airport ANCLUC Study, Final Report (October 1984), prepared by PRC Engineering, Inc. It is supplemented by additional analyses for the Oxnard Airport Master Plan EIR.

The California Division of Aeronautics requires land use within a 65 dB(A) CNEL contour around airports to be compatible with airport operations. Otherwise, the airport operator is required to obtain a variance from the State to continue airport operations.

Land uses which are considered incompatible within the 65 dB(A) CNEL are as follows:

- o Single-family dwellings
- o Multiple-family dwellings
- o Trailer parks
- o Schools of standard construction
- o Hospitals
- o Childcare facilities.

Compatible land uses within the 65 dB(A) CNEL include:

- o Agriculture
- o Airport property
- o Industrial property
- o Commercial property
- o Property subject to an aviation easement for noise
- o High rise apartments in which adequate protection against exterior noise has been included in the design and construction, together with a central air conditioning system. Adequate protection means that the noise reduction, design and construction (exterior to interior) shall be sufficient to assure that interior community noise equivalent level in all habitable rooms does not exceed 45 dB(A) CNEL during aircraft operations.

Oxnard Airport is used primarily by general aviation and commuter aircraft. In 1985, there were about 294 aircraft based at this facility. No expansion of airport operations is planned at this time. Oxnard Airport noise contours for 1983 are shown in **Figure IX-2**.



GENERAL PLAN

LEGEND

RESIDENTIAL	COMMERCIAL	OPEN SPACE
VERY LOW	CONVENIENCE	MISCELLANEOUS
LOW	COMMUNITY	AGRICULTURE
LOW MED.	SPECIALIZED	BUFFER
MEDIUM	OFFICE	PARKS
HIGH	INDUSTRIAL	OTHER
	BUSINESS & RESEARCH PARK	AIRPORT COMPATIBLE
		SCHOOLS

NOISE CONTOURS - 60, 65 & 70

FLIGHT TRACKS

OXNARD CITY LIMITS

LAFCO SPHERE OF INTEREST

AIRPORT SPHERE OF INTEREST

COUNTY GENERAL PLAN DESIGNATES COUNTY AREA AS AGRICULTURE

Figure : IX-2

IN ADDITION TO THE CAMARILLO AIRPORT ZONE AND OXNARD AIRPORT SPHERE OF INTEREST, THE COUNTY OF VENTURA'S NOISE CRITERIA WOULD APPLY TO USES OUTSIDE THESE PLANNING AREAS

SCALE

NORTH

Figure : IX-2

Incompatible land uses within the existing 65 dB(A) CNEL contour for Oxnard Airport consist of single family and multiple family residential units located in the area bounded by Teal Club Road to the north, Ventura Road to the east, and Little Farms Road to the south. There are a total of 21 incompatible single family units and 10 incompatible multiple family units located on 17 parcels (approximately 9 acres) within this area. (See **Figure IX-3.**) Because these dwelling units are primarily impacted by the noise from aircraft while still on the ground, preparing for take-off, on-site noise measurements may indicate that intervening structures shield some of these units. Therefore, those dwelling units not in a direct noise transmission path from aircraft on the runway may be exposed to less than 65 dB(A) CNEL. In the remainder of the 65 dB(A) CNEL contours, the existing land uses consist of compatible commercial, light industrial and agricultural uses.

While it is also desirable to prohibit residential uses within the 60 dB(A) CNEL contour, they are not considered incompatible. Approximately two acres and eight single-family homes are located north and east of Ventura Road in the 60 dB(A) contour. The other approximately one acre residential area affected by the 60 dB(A) CNEL contour, which contains a total of 16 units, is located south of Fifth Street. The existing land uses in the remainder of the 60 dB(A) CNEL contour consist of commercial land uses.

b. Point Mugu NAS

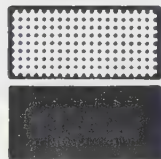
The Point Mugu Naval Air Station is located within the jurisdictional boundaries of the County of Ventura, which designates the site as "Institutional Use." The property is also within the City of Oxnard Planning Area. While no major established flight patterns pass over the City, infrequently used patterns do pass over residential areas of Oxnard. In 1983, the last year for which figures are available, 70,484 aircraft take-offs and landings occurred at Point Mugu.

60dB

65dB

70dB

LEGEND



SINGLE FAMILY DWELLING

MULTI-FAMILY DWELLING

② ④

IMPACTED LAND USES

OXNARD AIRPORT

Figure : IX-3



The required noise/land use studies conducted for Air Force and Navy Installations are known as Air Installation Compatible Use Zone (AICUZ) studies. The objectives are to protect military installation operations from the effects of incompatible land uses and, by providing information on aircraft accident hazards and noise, to assist local, regional, State and Federal officials in protecting and promoting public health, safety and welfare. In 1985, an aircraft noise survey was prepared for Point Mugu NAS. According to the Navy, the data used in the 1985 study may be inaccurate and a new study is underway. There are currently no reliable noise contours for Point Mugu and therefore none are shown on either the Existing Noise Contours (**Figure IX-1**) or 2020 Noise Map (**Figure IX-5**).

c. Camarillo Airport

According to the Ventura County Department of Airports, the Camarillo Airport does not have any flight paths over the City of Oxnard. Portions of the Northeast Industrial Area may be impacted by noise from airport operations.

3. Railroad Noise

Southern Pacific Railroad line running across Oxnard is the only railroad line in the City utilized on a regular basis. The line enters the City at its eastern boundary, runs west along East Fifth Street to the Transportation Center where it turns north and runs along Oxnard Road, and eventually crosses the northern City boundary at the Ventura Freeway.

The Southern Pacific Railroad line operates approximately eight trains in Oxnard within a 24-hour period. Four trains are scheduled Amtrak passenger trains, and the other four are non-scheduled freight trains that could pass through the City at any time during a 24-hour period. The older residential neighborhoods in the central portion of the City are subject to the most noise impacts from the railroad activity, particularly the nighttime freight trains.

Because this railroad line runs along a major roadway, the increased noise generated by railroad operations does not rise significantly above the traffic noise contour. The CNEL noise contours for the railroad line are shown on the Existing Noise Contour Map (**Figure IX-1**).

4. Stationary Noise Sources

Most of the stationary noise sources within the City are located in the two industrial areas known as the Hueneme Road Industrial Area and the Central Industrial Area. A measurement survey of stationary noise associated with various commercial/industrial operations at thirteen locations throughout the City was completed on September 26 and 27, 1989. These consisted of Willamette Industries, Halaco Engineering, Occidental Chemical, Arcturas Manufacturing, Kaiser Aluminum, the Ormond Beach and Mandalay Edison plants, Kimtruss Manufacturing, Five Points Car Wash, Richview Agricultural Processing, Saint Francis Cooling, Superior Cooling, and the Oxnard Metal Recycling Center. The measurement locations are shown in **Figure IX-4**. The results of the ambient noise measurements at each of these thirteen sites are presented in **Table IX-2**, which shows the date and time of the measurement and the primary noise source. Each site was monitored for a minimum of 15 minutes. The quantities measured were the Equivalent Noise Level (LEQ), the maximum noise level and the Percent Noise Levels (L%).

Although the measurement results indicate that noise levels due to stationary sources in Oxnard are significant (in the 65-80 dB(A) range), noise sensitive land uses such as residences have been located away from these operations. In addition, no major new stationary noise sources close to sensitive land uses are anticipated, and any such proposal would be required to mitigate any potential noise impact.



GENERAL PLAN



STATIONARY NOISE SOURCES

Figure: IX-4



TABLE IX-2
STATIONARY NOISE SOURCE MEASUREMENTS

<u>Site</u>	<u>Location</u>	<u>Date</u>	<u>Time</u>	<u>Leq</u>	<u>Lmax</u>	<u>L10</u>	<u>L50</u>	<u>L90</u>	<u>L99</u>	<u>Cause of Lmax</u>
1	Williamette Industries	26-Sep	14:45	68.8	80.7	69.9	65.5	64.7	64.3	Truck
2	Halaco Engineering	26-Sep	15:15	58.4	70.1	57.9	52.9	51.7	51.3	Fork Lift
3	Occidental Chemical	26-Sep	15:45	70.8	74.5	71.7	70.3	69.9	69.9	Truck
4	Arcturas Manufacturing	26-Sep	16:30	70.5	77.3	73.7	68.3	66.1	64.9	Machinery
5	Kaiser Chemical	26-Sep	17:00	59.9	69.9	60.9	56.5	55.3	54.5	Truck
6	Edison - Ormond Beach Plant	26-Sep	17:30	63.0	66.1	64.5	62.7	60.9	59.7	Tractor
7	Kimtruss Manufacturing	27-Sep	8:15	69.4	82.5	69.9	63.3	60.1	58.3	Fork Lift
8	Edison - Mandalay Plant	27-Sep	10:00	66.7	77.3	69.9	61.9	53.3	52.1	Truck
9	Five Points Carwash	27-Sep	10:45	78.8	84.7	83.3	71.1	65.1	63.5	Carwash
10	Richview Agricultural Proc.	27-Sep	11:15	69.7	77.1	72.3	67.9	66.1	65.5	Fork Lift
11	St. Frances Cooling	27-Sep	11:45	66.4	74.9	70.3	63.1	58.3	57.1	Truck
12	Superior Cooling	27-Sep	12:15	64.7	73.1	68.1	61.3	59.1	58.3	Truck
13	Oxnard Metal Recycling Co.	27-Sep	12:45	73.8	88.1	74.3	64.1	58.7	57.1	Crane

FINDINGS

1. As traffic increases, noise impacts associated with vehicular traffic will increase.
2. Future development in the Ormond Beach area may be impacted by noise from the Point Mugu NAS.
3. Residences in the central portion of Oxnard are subject to impacts from railroad noise, particularly from nighttime freight trains.
4. There are single family and multiple family land uses within the Oxnard Airport 65 dB(A) CNEL contour. Such uses are considered incompatible with airport operations.
5. As development continues, noise conflicts between urban and rural land uses can be anticipated to increase.

DEVELOPMENT POLICIES

Noise problems in the Oxnard community can be mitigated through this 2020 General Plan and particularly this Noise Element. Mutually compatible goals and objectives provide a general framework for future efforts to achieve a quiet environment.

A. Goals

1. A quiet environment for the residents of Oxnard.

B. Objectives

1. Provide acceptable noise levels for residential and other noise-sensitive land uses consistent with State guidelines.
2. Protect noise sensitive uses from areas with high ambient noise levels.
3. Integrate noise considerations into the community planning process to prevent noise/land use conflicts.

C. Policies

1. The City should encourage land uses that are not noise sensitive in areas that are permanently committed to noise producing land uses, such as transportation corridors.
2. The City should promote maximum efficiency in noise abatement efforts through intergovernmental coordination and public information programs.
3. Educational institutions should be located in areas where students and teachers can perform without distraction from noise.
4. The City shall promote, where feasible, alternative sound attenuation measures other than the traditional wall barrier. These may include berms, a combination of berms and landscaping, or locating buildings away from the roadway or other noise source.
5. Municipal policies shall be consistent with the Ventura County Airport Land Use Commission's adopted land use plan.
6. Proposed development projects shall not generate more noise than that classified as "satisfactory," as determined by the noise compatibility standards, on nearby property. Project applicants shall reduce or buffer the noise generated by their projects.
7. The City shall prohibit the development of noise-sensitive land uses within the Oxnard Airport 65 dB(A) CNEL contour.
8. The City shall continue to enforce State Noise Insulation Standards for proposed projects in suspected high noise environments. The Planning Division shall notify prospective developers that, as a condition of permit issuance, they must comply with noise mitigation measures, which are designed by an acoustical engineer. No building permits will be issued without City staff approval of the acoustical report/design.
9. The City shall establish noise referral zones along existing or proposed major transportation routes. Proposed development within these zones should be evaluated for noise impacts.
10. Preparation of the Ormond Beach Specific Plan shall include acoustical analysis to determine potential impacts from Point Mugu NAS and Air National Guard facility.

11. Noise contour maps and tables shall be utilized as a guide to future land use decisions.

D. Plan Proposals

The 2020 Noise Map is shown in **Figure IX-5**.

IMPLEMENTATION MEASURES

1. Adopt State of California noise-compatible land use criteria.
2. Develop and adopt a noise ordinance.
3. Enforce State Noise Insulation Standards.
4. Update noise standards and criteria at least every five years to reflect new developments in the area of noise control.
5. Rezone property within the Oxnard Airport area to non-residential and non-sensitive land uses that are consistent with the "Airport Compatible" designation of the Land Use Element.
6. Establish noise referral zones along existing or proposed major transportation routes.
7. Work with the California Department of Transportation to develop a highway noise mitigation program for the Route 101 corridor (Ventura Freeway).

FIGURE IX-5
2020 NOISE CONTOURS

SEE FOLDOUT

GENERAL PLAN

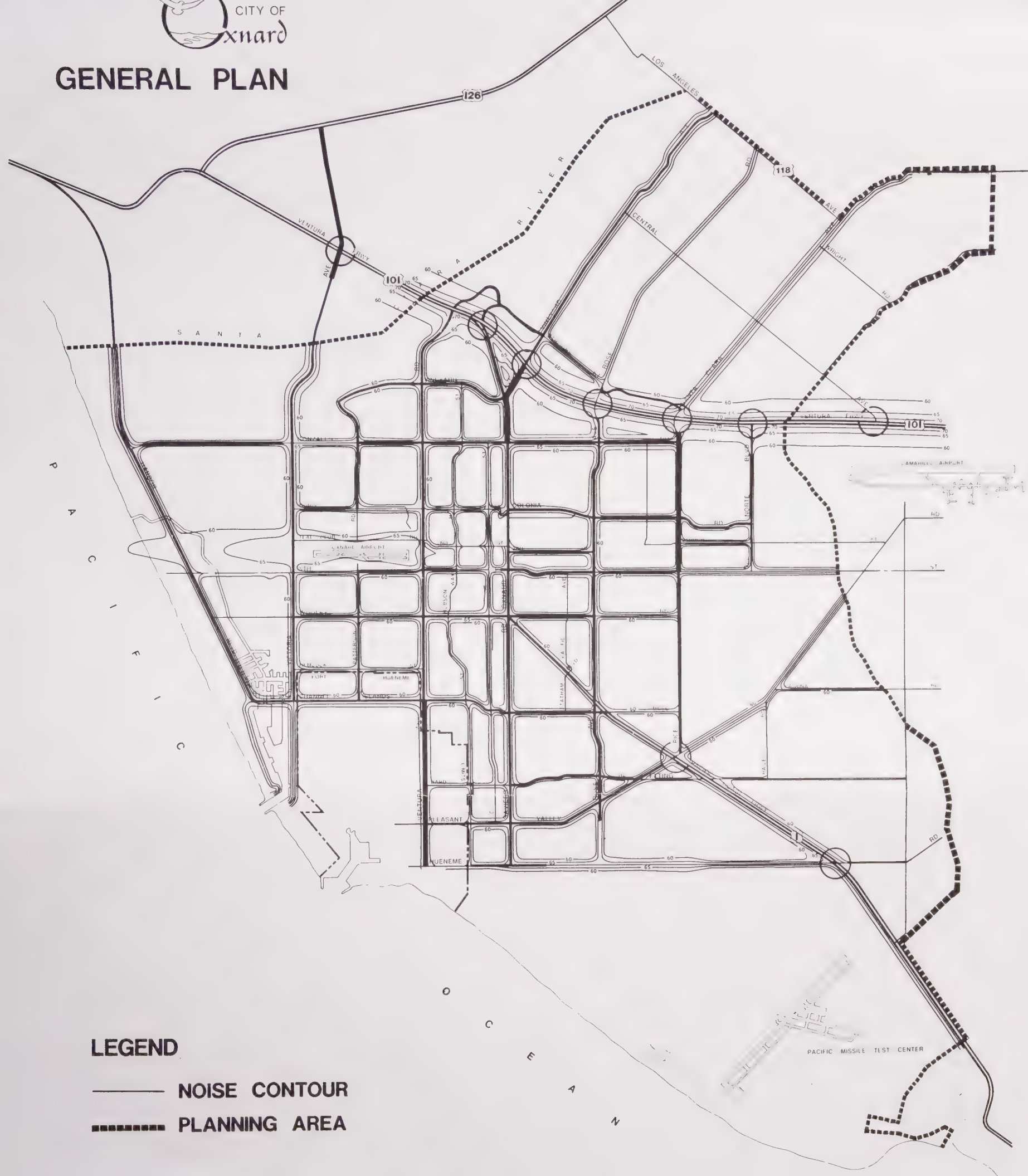


Figure: IX-5





X. Economic Development

X. ECONOMIC DEVELOPMENT ELEMENT

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X. ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

During the 1970s the community's economic development planning was less active than it could have been. For example, the County taxable retail sales grew by about 258% during the 1970s while Oxnard's taxable retail sales grew only by 182%. In addition, Oxnard's unemployment rate was high, indicating that new jobs were not keeping pace with the increase in population.

In the 1980's, the City began to pursue more actively its economic goals by establishing an Economic Development Commission consisting of public agency and private business representatives, establishing a variety of City-funded financial aid programs for small businesses and existing businesses, strengthening financial and other support of the Oxnard Convention and Visitors' Bureau's new marketing efforts, and pursuing other activities supporting economic development.

The Oxnard City Council, the Economic Development Commission, City staff, and Oxnard residents all play a part in the economic development of the community.

SETTING

A. Definitions

Throughout this Economic Element, several key terms are used, and their definitions follow:

1. Primary Market Area

The Primary Market Area (PMA) constitutes the major source of demand for the retail goods and services within the City. The boundaries of the PMA essentially encompass the Oxnard Growth Area and adjacent Non-Growth Area (see Chapter III), and the City of Port Hueneme.

For statistical purposes, the PMA is defined by including the following census tracts:

29, 30, 31, 32, 33, 34, 35, 36.03, 36.04, 36.05, 36.06, 37, 38, 39, 40, 41, 42 (portion), 43.02 (portion), 44 (portion), 45, 46, 47.01, 47.02, 47.03, 48, 49, 50, and 51 (portion).

2. Secondary Market Area

The Secondary Market Area (SMA) includes the geographical areas adjacent to the PMA. Historically, residents from this zone have travelled to Oxnard for major retail purchases. The SMA is the area within a 30-minute drive of the majority of retail establishments in the City of Oxnard.

The SMA, which includes most of the remainder of the Oxnard Plain, is defined by statistical sub-areas identified by the Ventura County Resource Management Agency, as follows:

- o Camarillo Growth and Non-Growth Areas
- o Santa Paula Growth and Non-Growth Areas
- o Port Hueneme Growth Area
- o Ventura Growth and Non-Growth Areas
- o Las Posas Non-Growth Area.

3. Standard Metropolitan Statistical Area

The Standard Metropolitan Statistic Area (SMSA) is an area defined by the U.S. Census Bureau. It is the standard area for reporting population, housing and economic data. The SMSA boundary is coterminus with Ventura County.

B. Population Profile

The data on population and income projections in this Economic Element are derived from the report "Analysis of Commercial Land Use Requirements in the City of Oxnard, June 1983." That report provided projections to the year 2010.

1. Population Growth Trends

Historic population trends from 1970 to 1985 for the Oxnard PMA, Oxnard SMA, and SMSA are provided in **Table X-1**. During this time, the Oxnard PMA has grown from 89,819 persons to 142,300 persons, which is a net gain of 52,481 persons. During the last five years, the Oxnard PMA has grown at an average annual rate of 2.55% or nearly 3,400 persons per year.

Over the same 15-year period, the SMSA has grown from 378,497 persons to 584,360 persons, which is a net gain of 205,863 persons. The SMSA has grown at a slightly lower rate than the Oxnard PMA, with the consequence that the Oxnard PMA's share of total SMSA population increased slightly from 23.7% in 1970 to 24.4% in 1985.

TABLE X-1
POPULATION GROWTH TRENDS
1970-1985

<u>Area</u>	<u>1970 - 1980</u>		<u>Total</u>	<u>Change, 1970-1980</u>	
	<u>1970</u>	<u>1980</u>		<u>Annual</u>	<u>Annual Percent</u>
Primary Market Area ^{1/}	89,819	126,234	36,415	3,642	3.46%
Secondary Market Area ^{2/}	114,805	177,324	62,519	6,252	4.44
Ventura County (SMSA)	378,497	529,174	150,677	15,068	3.41
Primary and Secondary Market Areas as Percent of Total County	54%	57%	66%		
<u>Area</u>	<u>1980 - 1985</u>		<u>Total</u>	<u>Change, 1980-1985</u>	
	<u>1980</u>	<u>1985</u>		<u>Annual</u>	<u>Annual Percent</u>
Primary Market Area	126,234	142,300	16,066	3,382	2.55%
Secondary Market Area	177,324	195,060	17,736	3,734	2.03
Ventura County (SMSA)	529,174	584,360	55,186	11,618	2.11
Primary and Secondary Market Areas as Percent of Total County	57%	58%	61%		

Sources: U.S. Bureau of the Census, 1970 Census of Population and Housing; U.S. Bureau of the Census, 1980 Census of Population and Housing; Ventura County RMA estimates March, 1985 as modified by City of Oxnard Community Development Department staff; Natelson Levander Whitney.

^{1/} Includes Census Tracts 29 through 41; portions of Census Tracts 42, 43.02 and 44; Census Tracts 45 through 50; and a portion of Census Tract 51.

^{2/} Includes the following areas defined by the Ventura County RMA: Camarillo Growth Area; Camarillo Non-Growth Area; Las Posas Non-Growth Area; Port Hueneme Growth Area; Santa Paula Growth Area; Santa Paula Non-Growth Area; Ventura Growth Area; and Ventura Non-Growth Area.

2. Projected Income Level

In the future, new residents to Oxnard and the various economic development activities in the City should cause the present income gap between Oxnard PMA residents and the County to narrow. As a result, by the early 1990s the per capita income level in the Oxnard PMA is projected to reach 85% of the County's per capita income level and to continue at that level through the remainder of the projection period. County incomes are projected to grow at an annual real rate of 1.5%, reaching nearly \$20,000 per capita by 2010, as measured in 1984 dollars. In contrast, Oxnard PMA per capita incomes are projected to be nearly \$17,000 by 2010. These projections are shown in **Table X-2**.

C. **Labor Force**

1. Overview

There were a total of 306,000 persons in the Ventura County labor force in 1985. In 1985, the unemployment rate for the County was 7.3%, which is slightly higher than the rate for California and the United States. The unemployment rate in the City of Oxnard has consistently been higher than the nation, the State, and Ventura County. Unemployment statistics are summarized in **Table X-3**.

Government, services and retail trade are the three largest sectors of the economy, employing a combined total of nearly 60% of the work force. Data from the 1980 U.S. Census concerning employment reveals that 26% of the County's working population commutes to jobs outside of the County, while only 6% of Oxnard's working population commutes out of the County.

Sixty-two percent of adults over the age of 24 have completed high school and 30% have completed at least some college. The largest occupational group includes technical, sales and administrative support positions. The next two largest groups include operators, fabricators and laborers and the managerial and professional occupations.

TABLE X-2
PROJECTED PER CAPITA INCOMES
1985-2010
(1984 CONSTANT DOLLARS)

<u>Year</u>	<u>Primary Market Area</u>	<u>Secondary Market Area</u>
Baseline		
1982	\$ 9,230 ^{1/}	\$11,537 ^{2/}
1983	9,838	12,221 ^{3/}
1984	10,988	13,654 ^{4/}
<hr/>		
1985	11,221	13,768 ^{5/}
1990	12,460	14,833
1995	13,582	15,979
2000	14,632	17,214
2005	15,762	18,544
2010	16,980	19,977

Source: Department of Finance, Bureau of Economic Analysis; Natelson Levander Whitney.

^{1/} Projected at 80% of Secondary Market Area, which is considered equivalent to the County average. It is assumed that this disparity decreases at 0.5 percent annually until it reaches 85% of the County figure. Then it is constant.

^{2/} State of California, Department of Finance, Bureau of Economic Analysis.

^{3/} Projected at 6.2% above baseline, based upon County income projections.

^{4/} Projected at 11.5% over 1983, based upon inflation trends and a real income growth projection factor of 6.0%.

^{5/} Increased at a constant rate of 1.5%.

TABLE X-3
UNEMPLOYMENT STATISTICS

<u>Year</u>	<u>Percentage</u>	<u>Number of Persons</u>
1986	10.1	6,500
1987	8.1	5,500
1988	7.8	5,500
July 1989	9.8	7,400

Source: Economic Development Department

2. Participation Rates

The number of persons in the labor force in Ventura County increased from 230,000 in 1980 to 306,000 in 1985, a 33% increase. During this same period, the total labor force in California increased by 15%. Of these five years, the highest annual growth rate in the County occurred between 1984 and 1985, a 12.8% increase. The State labor force increased 3.5% during this time.

3. Employment by Industry

The California Employment Development Department (EDD) makes data available industry by industry in the County. Government, services and retail trade employed the largest number of workers in 1985, with 40,700, 38,100, and 37,500, respectively. These three sectors employed almost 60% of all workers. Manufacturing was the next largest sector with 26,600 workers or 14% of the employed labor force. Combined growth in just the retail and service sectors accounted for almost 60% of total growth in all sectors since 1980. Manufacturing has accounted for 11% of the growth, while government has accounted for only 3%.

This data suggests that, throughout the early 1980s, some Ventura County residents had to leave the County to find employment. This data also indicates that many new residents are relocatees from Los Angeles County who have continued to work at their Los Angeles job sites. Thus, local employment growth is needed to create a balance between housing and jobs and to reduce the out-of-City commutes.

4. Skills and Education

Approximately 26% of the people employed in the City of Oxnard are in technical, sales or administrative support occupations. Slightly less than 30% of the people employed in the County are employed in such occupations. There are also relatively fewer Oxnard residents than County residents who are in managerial and professional occupations, or 16.5% and 25%, respectively. The percentage of people in the service occupations and in precision production, craft and repair are between 12% and 13% in the City and County. Finally, there are slightly more operators, fabricators and laborers among Oxnard's population than among the County's population; 18% and 13%, respectively.

Sixty-two percent of those people in Oxnard who are at least 25 years of age have completed high school. In contrast, 76% of the County population has done so. Thirty percent of Oxnard adults and 43% of the County adults have completed at least some college. This data, compiled as of 1980, suggests that Oxnard residents have lower educational levels than County residents generally.

5. Place of Work/Residence

Ninety-four percent of the employed people living in Oxnard in 1980 worked within Ventura County and almost 50% worked within Oxnard. At the County level, 74% of the employed people worked within Ventura County and 17% worked within Oxnard.

D. Retail Commercial Market

1. Projected Demand for Retail Sales

Given the projected growth in Oxnard population and real income and the continued allocation of a constant percent of income for retail sales, Oxnard PMA and SMA demand for retail sales should reach \$489.0 million in 1995, \$727.9 million by 2000, and \$1.27 billion by 2010. These projections are expressed in 1984 constant dollars, as are all dollar forecasts presented in this section of the Economic Element.

2. Existing and Proposed Commercial Development

In 1973, the City of Oxnard had a total of 729 retail establishments, measured by permit data collected by the State Board of Equalization. By 1983, the number of establishments, also measured by permits, had grown to 874, a net increase of nearly 20%. Significant gains were recorded by specialty and included the following: eating and drinking; furniture; furnishings; appliances; building materials; food; and apparel retail store groups.

3. Sales Growth Trends

Between 1973 and 1983, retail sales in Oxnard grew from \$246.1 million to \$603.7 million; this growth represents an annual rate of growth of nearly 9.4%. This performance is not particularly strong when measured in constant dollars or when compared to other cities in Ventura County. Between 1973 and 1983, the growth in Oxnard's retail sales, measured in constant dollars, was only 0.77%. This growth was well below the County average of 3.93% and lower than any other major city in the County. In fact, between 1978 and 1983 Oxnard's retail sales actually declined on a constant dollar basis at an annual rate of 3.26%, though all other major cities in the County recorded positive growth rates.

Oxnard's performance cannot be explained by relative differences in population growth. Between 1973 and 1983, Oxnard captured nearly 26% of the total County population increase yet only 16.7% of the total retail sales growth.

4. Existing Retail Inventory

Retailing in Oxnard has historically been dominated by Oxnard Boulevard. This north-south road, which runs through the community, serves as a commercial arterial. There are three major clusters of retail shopping along this major arterial: the concentration at the Oxnard Boulevard/Vineyard Avenue/U.S. 101 triangle at the northern end of the City, the Downtown/Meta Street area, and the southern strip commercial activities stretching along the roads which intersect at the "Five-points" intersection at Oxnard Boulevard, Wooley Road and Saviers Road.

In addition to this historic linear core, there are two other roads with significant commercial activity. These include Channel Islands Boulevard and Ventura Road. Together, these three major commercial arterials provide sites for 11 of the 14 shopping centers that have been developed in or adjacent to the City.

Fourteen shopping centers located in the City and two at its boundary with Port Hueneme were studied in the field. In total, they represent an inventory in excess of 2.2 million square feet of retail space, including the following distribution:

<u>Center Type</u>	<u>Number</u>	<u>Gross Leasable Area (Square Feet)</u>
Regional Centers	2	964,000
Community Centers	2	238,400
Neighborhood/Convenience Centers	<u>10</u>	<u>1,012,110</u>
Total	14	2,214,510

The most important existing retail center is The Esplanade, which represents the one true regional shopping facility and contains 28% of all the retail space found in the shopping centers within the Oxnard PMA.

5. Planned Additions to Inventory

At the present time there are seven projects within the Oxnard PMA that have either been approved for development or are under review. In the aggregate they represent a total of 1,600,000 square feet of development. The most significant of the proposed developments are the Oxnard Town Center, which calls for the construction of a two-phased 1,000,000 square foot regional center, and the Marketplace Center in the Rose-Santa Clara Corridor area which includes approximately 400,000 square feet of retail uses in addition to a new automobile sales center. In addition, to these seven projects there are seven other centers in preliminary planning stages located along Ventura Road.

6. Potential Capture by Oxnard Retail Base

Given Oxnard's geographic position in the Ventura Coastal Plain, its major freeway access and historical position as a retail center, the City is in an excellent position to recapture a dominant place with respect to future retail sales, provided new facilities are constructed at highly accessible locations for the regional population of Ventura County.

At the present time there is a projected demand for 1,260,800 square feet of retail space by 1990 and 2,054,000 square feet by 1995. Based upon the projected demand levels and recapture rates, by 2000, nearly 3.0 million square feet of new retail space can be supported. By the year 2010, this figure should increase to 5.3 million square feet. The projected breakdown by commercial use is shown on **Table X-4**.

TABLE X-4
RETAIL SPACE DEMAND

	<u>1985-2000</u>	<u>1985-2010</u>
Regional Center	1,326,000	2,338,000
Community and Neighborhood Centers	1,079,000	1,854,000
Freestanding/Specialty Centers	<u>660,000</u>	<u>1,150,000</u>
Total	2,971,000	5,342,000

The total supportable regional center space within the City of Oxnard is projected to reach 1,326,000 square feet by the year 2000. The projected market support for regional center space is consistent with the anticipated development schedule for the Oxnard Town Center. The schedule calls for construction of a two-phased regional mall with the first phase to be developed in 1990 and the second phase in 1995.

Other types of commercial space, which are not included in the above retail square footage projections, include: commercial services characteristically found in shopping center locations, encompassing commercial recreation services, personal services and business services; automobile dealers and parts stores not located in retail centers; service stations; and a portion of building materials, hardware and farm implement dealers not included within typical retail spaces.

E. Industrial Market

1. Overview

Oxnard has good potential for industrial development. The City is located at a convergence of railroads, highways, and a deep water port, and it is

within one hour's drive of Los Angeles. Ample flat, relatively inexpensive land is available for industrial development, especially in comparison to Los Angeles and Orange Counties.

Industrial development is part of the 2020 General Plan's goal of encouraging "a stable, diversified, well-balanced economy." Industrial development may improve the economic health and employment of Oxnard, while enlarging the tax base. With the potential of industrial growth, a variety of controls on location and development are necessary to promote quality new developments and improve existing developments. Controls can minimize inefficient streets and utilities by encouraging contiguous patterns of growth.

2. Land Inventory

There are an estimated 2,464 acres of developed land zoned for industrial use. A significant resource of the City is the 1,600 acres of undeveloped industrially zoned land.

It should be noted that vacant industrial land in San Fernando and Thousand Oaks is virtually nonexistent. Thus, there should be an increasing focus on Ventura County as a location for new industrial development. Moreover, industrial park development is occurring at higher employment densities than previously experienced; this higher density, coupled with higher land costs, should reduce the typical land required by a new industry, as compared to historic practice in the City.

The net result of these trends is that industrial land absorption in Oxnard is likely to increase in the future, and the industrial land should be developed at greater employment densities.

F. Tourism Market

1. Regional Overview

The Ventura County economy is broadly based; important segments are agriculture, manufacturing and tourism. The area's industrial base is growing at a rapid pace, particularly in aerospace, defense, electronics and scientific research. The long-term growth prospect of the petroleum industry is also good.

Major developments are also planned, which will increase dramatically the quality and quantity of office space in the County. Continued strong growth in commercial and industrial development is projected, which will boost an already diversified economy. Tourism, from both individual tourists and convention groups, is expected to increase dramatically from the addition of first-class and luxury group-oriented hotels in 1986.^{1/}

Between 1984 and 1985, hotel occupancy levels rose slightly from 70.8% to an estimated 71.2%. This slight increase absorbed the small increase in rooms supply. In 1986, three major properties with a total of approximately 600 rooms entered the market resulting in a decline in overall occupancy rates.

2. Existing Rooms Supply

The Oxnard/Ventura/Camarillo area includes a variety of lodging properties ranging from full-service hotels to small, limited-service budget motels. Historically, the older, limited-service budget motels, located primarily in Ventura, served the tourist market traveling along U.S. Highway 101. As commercial demand in the area has developed, new, larger commercial hotels have been built. In addition to these properties, there are budget

^{1/} Pannell Kerr Forster, The California's: State of California Hotel Forecast - 1986 (November 1985), pp. 54-55.

facilities such as Motel 6 properties and small bed and breakfast inns that do not compete with the higher quality hotel, such as the Radisson Suites and the Embassy Suites hotels.

3. Occupancy

Occupancies are seasonal. Because of the heavy increase in tourists during summer months, occupancies also increase. However, the tourism market is relatively stable because of the commercial demand during the week (when tourist traffic is at a minimum) and because of the weekend tourist business throughout the year (although demand depends upon good weather). By increasing the amount of group and conference business during the off seasons, much of the peaks and valleys of the seasonal occupancy pattern can be eliminated and the dependence upon the weather can be lessened.

4. Projected Growth in Demand

According to recent surveys, area motels currently receive 45% of their patronage from business travel, including military personnel; 32% is derived from tourists; and the balance, 23%, comes from convention/conference activities. As compared to other areas, this is a high percentage of tourists/conventioners and a low percentage of business-related travel. For example, recent surveys of hotels and motels comprising 8,000+ rooms in the West Los Angeles-Beach Cities area revealed that 64% of all patronage was business-related.

Changes in demand for hotel/motel facilities are influenced by the following major factors:

- o Growth in the employment bases, occasioning increased business travel
- o Growth in the residential population base
- o Changes in recreational/tourist opportunities
- o Changes in leisure and recreational tastes and preferences

- o General economic conditions, particularly as they affect availability of energy sources and related travel.

Examination of these factors in relation to Oxnard's long-term potentials reveals that the City should have significant expansion capacity from its employment and population growth and its significance as a close-in regional recreation setting for southern California residents.

Pannell Kerr Forster has projected an increased demand for rooms, including the tourism, sports group, group and commercial markets. Between 1984 and 1992, the growth in room demand according to this source, is projected to increase from 1,374 rooms to 3,330 total rooms in the Oxnard/Ventura/Camarillo market area.

FINDINGS

This section provides a summary of major research findings and conclusions, including: (1) a Shift Share Analysis completed for the City of Oxnard, (2) a Market Opportunity Study and (3) a Retail Target Study.

1. Several industries have been identified as having high growth rates and being potentially successful for Oxnard. These industries are:

- Manufacturing (transportation equipment)
- Transportation (local and interurban transit)
- Manufacturing (food and kindred products)
- Manufacturing (apparel and other finished products)
- Retail Trade (eating and drinking places).

2. Problem industries or segments are those that Oxnard relies heavily on for its economic health but that also have low growth rates when compared to the larger economy. These industries are:

- Agriculture (forestry and fishing)
- Agriculture (services)
- Agriculture (production and crops)
- Services (auto dealers and service stations).

3. The Oxnard PMA is projected to grow over the next 25 years at the rate of nearly 2% annually, reaching 173,900 people in 1995, 194,900 people in 2000, and 232,900 people in 2010. Total growth for the period 1985 to 2010 is

projected at 90,600 persons, which is 28% of the SMSA anticipated total growth for the same period of 324,010 people.

4. The SMA is projected to expand from 195,060 people to 278,560 people over the same fifteen year period, a net increase of 83,500 people, which is 26% of the SMSA anticipated total growth for the same period.
5. By the early 1990's the per capita income level in the Oxnard PMA is projected to reach 85% of the County's per capital income level. By 2010, the County per capita income will be nearly \$20,000, and the Oxnard PMA per capita income will be nearly \$17,000.
6. For Ventura County as a whole, the California EDD identified government, services and retail trade as the sectors of the economy that, at 60%, employed the most workers in 1985.
7. In 1987, there was over \$9 billion in total effective buying income in the SMSA. Within the SMSA, the City of Oxnard is the second largest source of buying power with over \$1.5 billion and an annual growth rate of 14.4%.
8. With respect to the SMSA, median household effective buying income in 1987, which was \$35,502, the SMSA has the highest growth rate in the state (9.2%). Oxnard is ranked third in the SMSA at \$29,356.
9. The Oxnard 1990 General Plan did not provide sufficient commercial service opportunities and placed constraints, which were not consistent with contemporary development and land use planning practice, on the development of commercial land.
10. Between 1986 and 1989, Oxnard's unemployment rate was between 7.8 to 10.1 percent. This rate is up to twice the state and county average.
11. Oxnard has a heavy reliance on agriculture as a mainstay of its economy. Fifteen percent of its jobs are in agriculture.
12. Unless economic development efforts are targeted toward maintaining the profitability of Oxnard's agriculture, this industry may falter.
13. Given the projected population growth, real income growth, and the continued allocation of a constant percent of income for retail sales, the Oxnard PMA and SMA demand for retail sales should reach \$489 million by 1995, \$727.9 million by 2000, and \$1.27 billion by 2010.

14. Based upon projected demand levels for the 15-year period from 1985 to 2000, nearly 3.0 million square feet of new retail space can be supported. By the year 2010, this projected supportable retail space should increase to 5.3 million square feet.
15. Oxnard has good potential for industrial development. The City is located at a convergence of railroads, highways, and a deep water port, and it is reached within a one hour drive from Los Angeles. Ample flat, relatively inexpensive land is available for industrial development, especially compared to land in Los Angeles and Orange Counties.
16. Because vacant industrial land in San Fernando and Thousand Oaks is virtually non-existent, high employment density industrial park development is occurring in Oxnard. Because of higher land costs, industrial land absorption in Oxnard is likely to increase in the future.
17. Given that strong growth in commercial and industrial development is projected, this strong growth will boost an already diversified economy.
18. Tourism, by individual tourists and convention groups, is expected to increase dramatically from the addition of both first-class and luxury group-oriented properties.
19. In the future, new residents in Oxnard and various economic development activities should cause the present income gap between residents in the City, the PMA, and the County to narrow.
20. Projected population and employment growth in the City should cause a substantial demand for industrial land, particularly in areas that are accessible by land, water and air transportation services.
21. The local labor force is ample in size and skill levels for a wide range of activities.
22. The growth in Oxnard's population and the concentration of government offices downtown contribute to increasing the activity and viability of the downtown area.
23. Downtown's central location and accessibility from the remainder of the City and region are key assets.
24. Because of Oxnard's employment and population growth and its growing significance as a close recreation setting for Southern California residents, the City should have a significant capacity to expand and handle increased tourism.

25. Given Oxnard's geographic location, its accessibility by freeway and its historical position as a retail center, the City is poised to recapture a dominant place in retail sales in the future.
26. Office development creates opportunities for additional employment in service industries, such as retail trade, restaurants and hotel/motel facilities.
27. From an economic and market standpoint, the opportunity exists in the downtown area for high-quality, medium-density housing developments, mid-sized downtown office developments, specialty retail to meet the needs of downtown employees and nearby residents, cultural events and fairs.
28. Strategies to retain and expand businesses in Oxnard can be used as a marketing tool. When existing businesses succeed and expand efforts to attract new businesses are streamlined.
29. The absorption of industrial land is likely to increase in the future. The industrial land probably should be developed at greater employment densities.

DEVELOPMENT POLICIES

A. Goals

1. A stable, diversified, and well-balanced economy.
2. Optimum utilization of natural and man-made resources.
3. A variety of economic opportunities throughout the City.
4. A revitalized downtown area of the City.
5. Quality child and senior care services for all in the community.

B. Objectives

1. Enhance the City's quality of life through better career opportunities, increased diversity of leisure, cultural, and recreational opportunities and upgraded level of public facilities and amenities.

2. Enhance Oxnard's image as a progressive city that is responsive to quality growth.
3. Identify and attract high quality commercial, retail and industrial businesses to Oxnard that are compatible with the community's business climate and that are not detrimental to the existing local economy.
4. Stimulate small businesses.
5. Improve transportation for the Oxnard Plain, including air, land and water.
6. Enhance international trade to Oxnard through the establishment of a Foreign Trade Zone, a World Trade Center, and the expansion of the Port of Hueneme.
7. Downtown Oxnard should occupy a niche in the market place as a civic center supported by businesses, specialty retail, residential components and an events program.
8. Seek a complementary rather than competitive role in the economic development of the City's downtown.
9. Reduce the unemployment and under employment of Oxnard residents by providing a variety of local jobs.
10. Reduce the outward migration of the Oxnard workforce by creating more local jobs.
11. Increase the per capita income of City residents.
12. Increase Oxnard's share of regional taxable sales to enhance the fiscal base of the City.
13. Improve the City's economic base, so the necessity of charging a variety of infrastructure fees for new development can be reduced.
14. Improve communication between local businesses and governmental agencies to improve the business climate and to encourage the retention and expansion of local businesses.

C. Policies

1. The City will offer appropriate incentives and assistance to compete for private businesses that help accomplish the goals and objectives of the 2020 General Plan.

2. The City will encourage the development of a balanced mix of residential, retail, commercial, and industrial sectors of the economy.
3. For industrial and commercial development, the City will require high quality development standards which will, to the extent possible, preserve agricultural land and minimize adverse environmental impacts.
4. The City for implement the Circulation Element plans for the future expansion of the transportation system to provide for the efficient movement of goods and people throughout the City. This planning includes highways, streets and air, rail and water borne transportation.
5. Public service costs that are a direct result of a new development will be borne by the project developer.
6. Applications for proposed new developments will provide a cost/revenue analysis of the first and second generation costs and revenues as part of the Project Consistency Report. The analysis shall include the proposed funding of the developer's special costs and the City's special costs.
7. For Oxnard Boulevard to succeed as a revitalized commercial location, better east-west arterial street access between Gonzales Road and the southern City limits should be provided in accordance with the Circulation Element.
8. The City should encourage a Supplier/Buyer networking system, so existing businesses can increase their service level.
9. The City shall actively investigate and pursue realistic and innovative grants and programs that are available from public and private sources.
10. The City shall pursue appropriate financial programs and incentives that are directed toward low and moderate income households.
11. The City should encourage the availability of a variety of high quality child care programs (e.g., extended day care, vacation care, infant and toddler care, sick care, etc.)
12. The City shall, if feasible, provide incentives to encourage developers to support quality child and senior care in industrial and commercial development.
13. The City should encourage local employers to seriously consider subsidized child care for low and moderate income employees.

14. The City shall continue to permit day care facilities serving less than 6 children in any residential zone by right, permit day care for up to 12 children in any residential zone by administrative review, and consider day care facilities for more than 12 children in any multiple family zone subject to a special use permit.
15. Day care facilities should be considered as conditionally permitted uses in the non-coastal commercial zones and the BRP and M-L zones.
16. The City shall develop standards for spatial separation and limitation on non-residential uses adjacent to day care facilities to ensure land use compatibility and to protect the health, safety and welfare of the children in day care facilities.
17. The City should consider the establishment of a self-supporting day care program for city employees to serve as a model for other employers.
18. The City should give priority to processing of day care center permits.
19. The City shall, if feasible, provide incentives to large employers and master planned employment centers to provide on-site day care facilities, and evaluate such requirements in conjunction with other trip reduction strategies.
20. The City should confer with the local elementary school districts and City Parks and Recreation officials to develop "after school" programs for school age children.
21. The City should assist existing businesses and industries in hiring and training underemployed and unemployed Oxnard residents.
22. The City should assist businesses in identifying and securing available commercial, retail and industrial sites, buildings, and financing.
23. The City should support the establishment of other public and private organizations that are designed to increase the attractiveness of Oxnard.
24. The City should support the continued contribution of agriculture to the economy and lifestyle of the Oxnard community.
25. The City should encourage the locating of a four-year college in western Ventura County.

26. The City should encourage the retention of and reinvestment in agriculture, particularly in the Central Industrial Area of Oxnard.
27. The City should expand the City's data base and other economic research tools that assist in planning for continued economic growth.
28. The City should expand its efforts to develop Oxnard as a travel and convention destination.

IMPLEMENTATION MEASURES

There are a variety of implementation programs to encourage economic development that are under study by the City and other agencies. Some of these are described below.

A. Business Development

The programs in the area of business development involve international trade, tourism development, promotion, financing, and research.

1. International Trade

This program consists of international trade development, foreign trade zone, and a world trade center.

a. International Trade Development

By incorporating an international trade development strategy into the City's economic development programs, the City will assist local businesses in expanding their overseas market. With an expanded market and a corresponding increase in demand for locally made products, new jobs will be created. The City will not only benefit from the increase in sales tax but will also have created new job opportunities for its residents.

The City of Oxnard will work with the U.S. Department of Commerce, California State Trade Commission, World Trade Center Association,

Ventura County Economic Development Association, and the Oxnard Harbor District to establish an international trade program aimed at attracting more export/import activities in the Oxnard area. These organizations have expertise, which the City can draw upon and which will reduce the costs to Oxnard of developing international trade.

b. Foreign Trade Zone

Foreign Trade Zones (FTZs) are restricted area in or near ports of entry. FTZs are considered outside the U.S. Customs territory; they are operated under public utility principles. Their public policy objective is to create and maintain employment in the United States of jobs that, for cost reasons, would otherwise have gone abroad. Thus, exporters and reexporters receive their unfinished goods from abroad in the FTZ where they are processed or assembled. An FTZ would accordingly create jobs for Oxnard residents.

Foreign and domestic merchandise may be moved into FTZs for activities, such as storage, exhibition, assembly, manufacture or other processing, so long as they are not otherwise prohibited by law. Once the foreign merchandise enters the U.S. Customs territory for domestic consumption, import duties must be paid. The importer then has a choice of paying duties either on the original foreign material or the finished product.

A FTZ would benefit Oxnard by providing businesses with a cost effective means of processing products that require imported materials. The local business that needs imported products could assemble or process the goods in Oxnard utilizing local labor and, in turn, re-export the finished product without being charged custom duties on the imported goods. Thus, the FTZ would assist local businesses that are interested in expanding their overseas markets.

c. World Trade Center

The World Trade Center Association (WTCA) provides a resource/referral

service for local businesses that are interested in expanding overseas. Oftentimes, local businesses do not have the needed expertise and they will be able to utilize other governmental resources to which they are referred. The World Trade Center will identify businesses currently involved in or able to expand into the international market and will assist those businesses in identifying new international markets. In addition, the center will develop an international business library and, in coordination with the Port of Hueneme and World Trade Center NETWORK computer data base, help match local products and services with the needs of overseas customers.

2. Tourism Development

Oxnard's staff and Convention and Visitors Bureau have primary responsibility for Oxnard's tourism development program.

a. City Support

To capitalize on the tourism industry's potential, tourism development programming considers the City's assets and planned development. The City works with the Convention and Visitors Bureau to develop strategy to attract new hotels and maintain a high occupancy rate for existing and new developments.

The comprehensive strategy will highlight the new ocean front development such as Mandalay Bay, the Channel Islands Harbor and Ormond Beach. The City and the Convention and Visitors Bureau will market these areas and the existing hotel facilities, such as the Embassy Suites, the River Ridge Championship Golf Course and the Radisson Suites Hotel, to attract conferences and tourists.

b. Oxnard Convention and Visitors Bureau

The role of the Oxnard Convention and Visitors Bureau is not only to provide information to visitors but also to promote the community through

advertisements, promotional campaigns, encouragement of tourism and convention bookings. Together, these activities enhance the City's image. The Bureau works closely with the City of Oxnard and the Oxnard Area Chamber of Commerce.

The programs utilized to target the convention and tourism industry and bring them to the City are as follows:

- o Trade and Travel Shows -- Attend trade and travel shows that target the tourism and convention market with the goal of attracting those travelers and industries to the City.
- o Sales Calls -- The Bureau conducts on-going sales calls to promote the City. The sales calls are targeted specifically to Los Angeles, Orange County and the Sacramento markets.
- o Familiarization Trips -- A familiarization trip is a promotional tool used to bring a target industry to the City to familiarize it with the City's assets. The industry representatives meet planners, travel agents, tour operators, and business writers.
- o On-Site Presentations -- On-site presentations include making bids to persuade an organization to hold its convention in the City of Oxnard.
- o Advertisements and Public Relations -- In addition to providing information to visitors, the Bureau produces various trade advertisements, news releases, video tapes and a variety of publications to promote the City of Oxnard to the tourism and convention industries.

Thus, the Oxnard Convention and Visitors Bureau contributes to the City's economic development efforts through its marketing campaign.

3. Promotion

Promotion is an essential component of the City's economic development program. To promote the City effectively, specific important areas have been identified and customized programs have been developed. The specific important areas include trade shows, California State Department of Commerce trade missions, filming, and promotion/marketing materials.

4. Financing

The City has utilized various financing techniques to support the development of new businesses and the expansion of existing businesses. Currently, the City has used a revolving loan fund, industrial development bonds, certificates of participation, and assessment district financing to support economic development.

5. Research

Research is an essential component of an economic development program; the information is utilized to strategize and plan developments in the City. Currently, the City has developed a computerized data base that includes demographic, labor resources, and geographical information. This data base must be updated constantly because information on the City, County, and State is continuously changing.

B. Job Development and Expansion

1. Existing Business

One of the major goals of the City's economic development program is to provide new jobs for existing residents. New jobs will alleviate part of the unemployment problem and reduce commuting distances and traffic congestion. Small businesses create over 70% of the net new jobs in the nation, and a goal for Oxnard is thus to retain small businesses and identify those businesses able to expand.

a. Business Visitation Program

The City is implementing a Business Visitation Program. This program will act as an outlet for local businesses to air their viewpoint, concerns and problems encountered in doing business in the City of Oxnard. It will also identify those businesses who have the capacity for expansion.

Once business expansion candidates are identified, the City will assist in the training needs of their new employees. If the employer will agree to hire low/moderate income individuals, training programs can be developed in which the business will receive wage reimbursements once the training program has been completed successfully. These customized training programs are developed in conjunction with the Private Industry Council.

The Business Visitation Program will identify topics of interest and training needs of the business community. Once identified, the City will conduct workshops and seminars that will address these issues.

b. Downtown Revitalization

Together with the City of Oxnard's Redevelopment Agency, the Downtown Business Association, and the Oxnard Area Chamber of Commerce, the City is engaged in the revitalization of the downtown area. Utilizing the Blue Ribbon Task Force Plan, these organizations aim to recruit local merchants back into the downtown area.

One aspect of the Blue Ribbon Task Force plan is to assist local businesses currently residing in the downtown area to upgrade and expand their operations. The Oxnard Redevelopment Agency provides low-interest loans to merchants to refurbish their businesses.

c. Oxnard Minority Business Development Center

The Oxnard Minority Business Development Center (OMBDC) was established in Ventura County in 1981, via a grant from the U.S. Department of Commerce Minority Business Development Agency. It is a for-profit agency, offering a multitude of services to minority entrepreneurs.

The OMBDC has established a county-wide program to improve the operation of existing minority businesses and to help additional qualified minorities enter the business community. It targets 100 minority

entrepreneurs per year, mostly from the cities of Oxnard, Ventura and Santa Paula.

All initial consultations are free and thereafter a small fee is required based upon the gross income of the company.

2. New Business

The objective of the City of Oxnard's recruitment program is to target industries that are compatible and of a high caliber to become part of Oxnard's business community. When a business makes a commitment to move to Oxnard, it will bring new job opportunities for local residents and thus reduce unemployment and increase the City's tax base.

a. City Assistance

The City's Community Development, and Public Works Departments work together to assist developers from conceptual ideas to occupancy permits. A computerized project management system is being developed to track projects through the planning and plan check process.

b. Ventura County Economic Development Association

The purposes of the Ventura County Economic Development Association are (1) to foster and to develop a favorable climate for business and industry; and (2) to promote actively the area as a desirable location for quality development that will diversify the economy and enhance the quality of life.

c. Oxnard Area Chamber of Commerce

The purposes and functions of the Chamber of Commerce are as follows:

- o Encourage business and industrial investment in the City
- o Monitor local, State and Federal legislation that is relevant to businesses

- o Take a leadership role in the future of the community
- o Serve as a link between the residential and business communities
- o Sponsor forums of interest to businesses and residents
- o Serve as the voice of business.

3. Training and Education

This category includes training and education programs implemented by Oxnard College and the Private Industry Council.

a. Oxnard College Instruction Program

Oxnard College has developed a Contract Instruction Program to assist the local business person in training the workforce to meet new job demands. The Contract Instruction Program creates a mutually beneficial partnership between local businesses and the public educational resources of Oxnard College. Since its creation, the program has been characterized by versatility, flexibility and cost effectiveness.

b. The Private Industry Council/Employment Development Department

The Private Industry Council (PIC) and the Employment Development Department (EDD) have established a partnership to provide area employers with a trained workforce. Under the government funded programs, the PIC and EDD can use private sector management values while providing job training.



XI. Community Design

XI. COMMUNITY DESIGN ELEMENT

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XI. COMMUNITY DESIGN ELEMENT

INTRODUCTION

The Community Design Element is an optional element of the 2020 General Plan. It identifies the aesthetic resources and land use activities that comprise Oxnard's image and visual character. Community design can be thought of as the quality of experiences that result from one's perception of the natural and the built environment and from the interrelationships between individuals, neighborhoods, the Planning Area, and the surrounding region.

Oxnard is in a period of change; growth has necessitated an increase in the City's urban structure while certain areas have deteriorated and now detract from the overall visual quality of the City. As Oxnard continues to change, the future built environment of the City must be comprehensively planned to be coherent, by using urban and community design principles. The Community Design Element provides the means of ensuring

that the unique character and natural environment given to the City by its geographic location, vegetation, and aesthetic resources are preserved and enhanced.

SETTING

The boundaries of the City of Oxnard are delineated by open space. The western and southern edges are framed by the Pacific Ocean, the northern edge is bounded by the Santa Clara River, and the northeastern and eastern sides are bordered by 27,000 acres of greenbelt, established by the Oxnard-Camarillo Greenbelt Agreement. The topography of the City is predominantly level to gently sloping. The eucalyptus and cypress windrows planted by farmers to protect crops from wind damage provide a dramatic vertical visual element in the otherwise flat Oxnard Plain. Significant man-made developments that contribute to the City's visual environment include tall buildings, which are visible in the City's skyline. The City's existing community design structure is illustrated on **Figure XI-1** and summarized below.

A. Natural Scenic Resources

Natural scenic resources within the City include the beaches and coastline, agricultural areas, and parks. The beaches and coastline are recognized as Oxnard's primary natural scenic resource. They provide unique views to the offshore Channel Islands and include coastal sand dunes in the Oxnard Dunes area and Mandalay State Beach Park. The Ormond Beach sand dunes and wetlands are largely undeveloped with poor access, but they constitute a major scenic resource for the City. There are three state beaches within the City: McGrath State Beach, Oxnard State Beach Park, and Mandalay State Beach Park.

Agricultural green spaces found in the eastern, northeastern, and northwestern portions of the Planning Area are also an important natural scenic resource, providing a green buffer surrounding the City's developed core. These areas are marked by tall eucalyptus and cypress windrows.



GENERAL PLAN



LEGEND

PLANNING AREA BOUNDARY

WINDROWS

GREENBELT

AREAS OF VISUAL SIGNIFICANCE

BARRIER - RR TRACKS

HISTORIC LANDMARKS

PARKS

VIEWS TO MOUNTAINS

EXPANSIVE VIEWS

ASSET LIABILITY

REGIONAL IMAGE CORRIDOR

CITY IMAGE CORRIDOR

CITY GATEWAYS

MAJOR INTERSECTIONS

MINOR INTERSECTIONS

LANDMARKS

EXISTING COMMUNITY DESIGN STRUCTURE

Figure : XI-1

Parks are also considered an aesthetic resource of the City. There are a total 708 acres of existing parkland and of 229 acres of proposed parks, including Mini-Parks, Neighborhood Parks, Community Playfields, Community Parks, and Special Purpose Facilities.

The Parks and Recreation Department developed landscape standards for the City which were adopted by the City Council in April 1986 and amended in July 1986. These standards establish landscape design criteria to "assure a high level of landscape quality and abundant quantity of attractive and colorful plants." In addition, these standards also include provisions for street trees, landscaping for parking lots, and street parkways and medians.

B. View Corridors

Views of the surrounding topography are considered an important scenic resource of the City. Many of the City's north-south streets including Oxnard Boulevard, Victoria Avenue, Patterson Boulevard, Rose Avenue and Rice Avenue serve as important view corridors to the foothills and mountains. Because they allow long-range panoramic views that characterize the agricultural image of Oxnard and provide scenic views from urbanized areas of the City, these view corridors should be maintained and enhanced.

C. Scenic Routes

There are several routes within the City that are of scenic interest and importance to the image of Oxnard. These scenic routes include Los Angeles Avenue, Vineyard Avenue, Victoria Avenue, Oxnard Boulevard/State Route 1, U.S. Route 101 (Ventura Freeway), Gonzales' Road, and Fifth Street. The Ventura Freeway is the primary regional circulation corridor and visual window into the City of Oxnard. However, some of the present land uses adjacent to the freeway corridor are incompatible or deteriorated, and consequently detract from the visual quality of the City.

D. Entryways

There are several main entryways to the City along key transportation routes. The City's primary northern access points are from the Ventura Freeway at Rice Avenue, Rose Avenue, Oxnard Boulevard, Victoria Avenue and Harbor Boulevard. From the east, the primary access point is Fifth Street and Route 1. Not all of these entry points are obvious gateways to the City, and some of these areas, including Fifth Street, Oxnard Boulevard, and areas adjacent to the Ventura Freeway, are in need of revitalization and visual upgrading.

E. Street Trees

The use of trees to enhance district and neighborhood identity is a common design tool. In Oxnard, there are mature stands of palm trees on key streets such as C Street. The mature stands serve to unify those streets visually. In addition, the City is developing a Master Street Tree Plan that identifies theme trees for important circulation corridors. North-south corridors included in the Master Street Tree Plan are Vineyard Avenue, Rice Avenue, Rose Avenue, Oxnard Boulevard/State Route 1, Patterson Road, Ventura Road, Arcturus Avenue, Victoria Avenue, H Street and Harbor Boulevard. East-west streets included in the Plan are Gonzales Road, Colonia Road, Fifth Street, Wooley Road, Channel Islands Boulevard, Pleasant Valley Road, Hueneme Road, and Del Norte Boulevard.

F. Activity Nodes

There are three primary areas of concentrated community focus and pedestrian activity within the City. These areas, referred to as activity nodes, are the Central Business District, the Town Center/Esplanade Financial Plaza area, and the Channel Islands Harbor Beach Community.

The Central Business District includes the Civic Center complex, Heritage Square, the A Street Mall, the Third Street Bridge, the Transportation Center, and Plaza Park. Many of the 11 buildings in Oxnard that are

Ventura County Historic Landmarks are located adjacent to the Civic Center complex in an area established as a Cultural Heritage District, between Second and Sixth Streets and F and C Streets. These historic buildings include residences, churches, and businesses. Heritage Square, located between A and B Streets and Seventh and Eighth Streets, consists of an assemblage of homes from Oxnard's early history that are being refurbished for commercial and professional office uses. The Petit Family Home (Ventura County Historic Landmark 100) and the Church of Religious Science (Landmark 70) have been relocated to Heritage Square.

The Town Center/Esplanade Financial Plaza area is centered around the interchange of the Ventura Freeway and Oxnard Boulevard and includes the Ventura Freeway corridor east of Vineyard Avenue. This is an area of commercial and regional focus and a primary entry point into the City; it includes the Union Bank Tower, a landmark structure. The Wagon Wheel portion of this area is presently underutilized and shows signs of deterioration.

The Channel Islands Harbor Beach Community is a coastal area that includes the Ventura County Small Boat Harbor, two recreational parks, hotels, the Mandalay Bay residential area, and the beach areas in the Channel Islands Harbor known as the Colony, Oxnard Dunes, Hollywood Beach, Silver Strand and Oxnard Shores. This area has a strong recreational appeal and draws users from the entire region. The Colony and Oxnard Dunes have architectural themes that have been formalized through the adoption of design guidelines.

These three areas identified as primary activity nodes are also visually distinctive and are each characterized by architectural design themes. The Central Business District includes many buildings with an early Oxnard theme, the Town Center/Esplanade area has a Spanish colonial revival and modern architecture theme, and the Harbor/Beach area has a nautical/Mediterranean theme. The visual identity of these activity nodes should be preserved and continued through the adoption of specific design guidelines in these areas. In addition, because these are the main areas

of pedestrian activity in the City, amenities such as benches, planters, and landscaping should be incorporated to encourage and to support pedestrian activity.

FINDINGS

1. The City's windrows provide a unique vertical visual element that should be maintained.
2. The City is surrounded by greenbelt areas.
3. The City lacks strong gateways.
4. The City has several view corridors to the mountains that should be maintained and enhanced.
5. Some areas adjacent to the Ventura Freeway have deteriorated and detract from the visual quality of the City.
6. Important circulation corridors are identified by theme trees, which serve to unify those streets visually.
7. The City has three pedestrian activity nodes -- Central Business District, Town Center/Esplanade area, and the Channel Island Harbor Beach Community -- which are visually distinctive and characterized by architectural design themes.
8. The City has an adopted Art-in-Public-Places policy, which requires significant art works in major new developments.

DEVELOPMENT POLICIES

The Community Design Element for Oxnard draws heavily upon Oxnard's varied scenic resources. The City's natural setting and vast agricultural areas, its beaches and coastline, its views of the mountains, and its established urban patterns, including activity nodes and the Cultural Heritage District, all contribute to the unique character and visual image of Oxnard. To preserve and enhance the aesthetic resources of the City and to maintain a thoughtful relationship between the future built environment and its natural setting, the Community Design Element includes goals, objectives and policies that are designed to improve the City's image and visual quality. These are described below.

A. Goals

1. A unified and high quality visual image for the City.
2. A thoughtful and sympathetic relationship between the built environment and the natural environment.

B. Objectives

1. Maintain the unique coastal and agricultural character of Oxnard.
2. Preserve the visual identity and character of existing neighborhoods.
3. Preserve the City's unique natural features and historic structures.
4. Revitalize areas of the City which are currently deteriorated or detract from the visual quality of the City.
5. Achieve quality architectural and landscape architectural design that recognizes its surrounding natural environment.
6. Upgrade major entryways to the City with landscaping and/or signage to enhance the City's image and sense of place.
7. Enhance the visual identity of the City's activity nodes.
8. Preserve important view corridors.

C. Policies

1. The City should promote the arts in Oxnard through the development of civic facilities and public art programs.
2. Freeway corridors should be improved aesthetically through the use of landscaping and adjacent architectural treatment.
3. The street tree program should be expanded to include ground covers and other landscaping for median strips and to include landscaping for major entryways into the City.
4. Incentives for windrow preservation along freeway corridors, where feasible, should be developed, as well as for special edge treatments along greenbelt areas. A landscape

buffer corridor at least 30 feet in width should be developed along freeway corridors.

5. Revitalization efforts in the Wooley Road corridor and Oxnard Boulevard corridor should be guided by a unified design scheme.
6. The City shall continue to require that the Staff Design Review Committee review new development projects for consistency with the City's development design policies and appropriateness for the proposed sites.
7. Urban development on a human scale, especially in the three identified activity nodes (the Central Business District, the Town Center/Esplanade area and the Channel Islands Harbor Beach Community) shall be encouraged. These areas constitute the focus of pedestrian activity within the City and therefore should include pedestrian-oriented street furniture such as benches, planters and landscaping.
8. The City shall continue and formalize in area plans the architectural design themes established in visually distinctive areas of the City, including the activity nodes and the Cultural Heritage District.
9. The City shall promote an increased awareness of the Cultural Heritage District, Heritage Square, and their historic landmarks through signage and appropriate pedestrian-oriented street furniture.
10. The City shall continue to implement the Art-In-Public Places Program and encourage the placement of art in major new residential, commercial, industrial, institutional and governmental development projects.
11. The design of municipal buildings throughout the City shall be in accordance with any specific plan design guidelines or community design guidelines that may apply to a particular geographic area, or consistent with the strong, unified and harmonious architectural design concept of a specific area if one has been established. In the absence of the above, the architectural style shall be compatible with adjacent existing or proposed development.
12. The design of new neighborhoods in specific plan areas is encouraged to consider themes and principals of design, such as neotraditional town planning, which will help achieve a sense of community and place which is often not found in standard single-family subdivisions. Elements may include central parks, schools and community and commercial facilities, strong pedestrian orientation and de-emphasis

of automobile related elements, strong streetscape elements and residence orientation to the street.

13. Major new community facilities and public works structures represent a unique opportunity to create community pride through the design and construction of significantly attractive buildings, bridges and other public structures. New public buildings and public works structures should represent the high degree of quality and innovative design which is expected of private development and which contributes to a sense of pride.
14. High-rise development (which is considered to be any type of inhabitable structure which has nine or more stories) shall be limited to the following areas: Financial Plaza/Oxnard Town Center/Wagon Wheel, Mandalay Bay Specific Plan Area, and Rice Avenue/Highway 101 Interchange.
15. In order to achieve a varied and interesting skyline, high-rise development shall be required to provide roof features and caps which avoid a "flat-top" appearance, and provide relief of exterior vertical planes with vertical setbacks. Specific plans and zoning ordinances shall be amended to provide appropriate design criteria.
16. High-rise buildings should be limited to 25 stories.
17. Redevelopment of small properties and/or lots located at intersections to multiple retail businesses is discouraged. Preference is for single use retail or commercial use. Drive-through restaurants and convenience stores are also discouraged.

D. Plan Proposals

The proposed community design structure is summarized graphically in Figure XI-2.

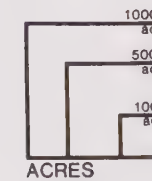
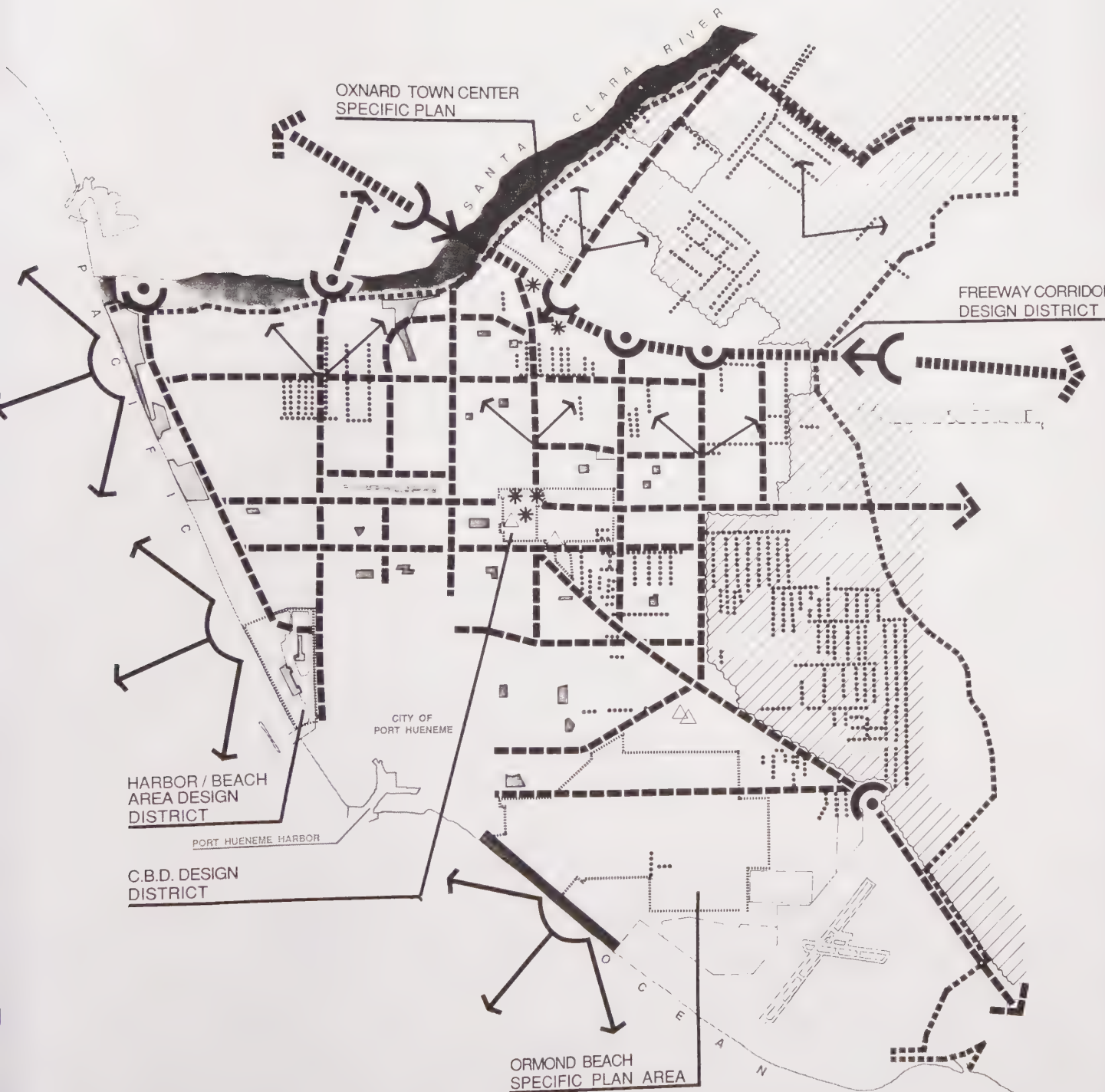
FIGURE IX-2

2020 COMMUNITY DESIGN MAP













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GENERAL PLAN



LEGEND

-  PLANNING AREA BOUNDARY
-  GREENBELT
-  AREAS OF VISUAL SIGNIFICANCE
-  VIEWS TO MOUNTAINS
-  EXPANSIVE VIEWS
-  WINDROWS
-  HISTORIC LANDMARKS
-  PARKS
-  REGIONAL IMAGE CORRIDOR
-  CITY IMAGE CORRIDOR/SCENIC HWY
-  REGIONAL GATEWAYS
-  CITY GATEWAYS
-  MAJOR INTERSECTIONS
-  MINOR INTERSECTIONS
-  LANDMARKS

2020 COMMUNITY DESIGN

Figure: XI-2

IMPLEMENTATION MEASURES

During the implementation of the 2020 General Plan, it is essential to coordinate the goals and objectives of this Community Design Element with the Open Space/Conservation Element, Parks and Recreation Element, Land Use Element and the Circulation Element. Accordingly, the following measures should be taken.

1. Prepare a master plan or feasibility study for the development of a museum and a center for the performing arts to be administered by the Parks and Recreation Department.
2. Develop special design treatments and focal points for City gateway entrance areas through a coordinated effort between the Planning, Parks and Recreation, and Engineering departments.
3. Prepare a design plan for the Wagon Wheel area to revitalize the structures and unique architecture.
4. Develop specific design guidelines for the Fifth Street corridor between Rose Avenue and Oxnard Boulevards to guide streetscape improvements and the examination of existing areas for re-use when land use transition occurs.
5. Develop a special assessment district for the financing of improvements within the public rights-of-way such, as medians, undergrounding utilities, and streetscaping.
6. Establish design districts for the Central Business District, Harbor/Beach Area, the Ventura Freeway corridor, and the Ormond Beach area.
7. Develop a Wooley Road corridor plan and an Oxnard Boulevard corridor plan to unify development and guide revitalization efforts in these areas.
8. Prepare Community Design Guidelines which establish a high level of design standard for all new residential, commercial, and industrial development. The guidelines shall address all aspects of site and building design and shall specifically establish design themes for the beach communities and freeway corridors as well as addressing infill development.



XII. Parks and Recreation

XII. PARKS AND RECREATION ELEMENT

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XII. PARKS AND RECREATION ELEMENT

INTRODUCTION

The Parks and Recreation Element is an optional element that assesses community parks and recreation needs and resources. By defining existing needs and resources and forecasting future needs and resources, the City can develop and implement realistic policies for the long-term provision of park facilities. This element thus provides a framework for Oxnard to measure the effectiveness of current and future parks and recreation programs, and establish a balanced supply of parks and recreation facilities that satisfy the needs of all residents.

SETTING

To assess park and recreation needs within specific areas, the City has been subdivided into five Recreation Planning Areas (RPAs): South, Central, North, Northeast and Beach. These RPAs are designed to:

- o Divide the City into manageable geographic units for planning purposes and to facilitate the Parks & Recreation Department's administration of parks and recreation services
- o Define large areas of contiguous neighborhoods having somewhat homogeneous demographic characteristics and recreation needs
- o Retain, wherever feasible, the integrity of the residential planning communities delineated in the Land Use Element.

Relationships between RPA's and the City's residential communities and neighborhoods are displayed in Table XII-1. The five RPAs are shown in Figure XII-1.

A. Classification System

The City's park facilities are classified based upon the park's primary purpose and service area. The five types of parks found in the City are Mini-Parks, Neighborhood Parks, Community Playfields, Community Parks and Special Purpose Facilities.^{1/} These are described below. The City's single most important recreation resource -- the Pacific Ocean and its beaches -- do not fit neatly into this standard classification system, but are considered Special Purpose Facilities for planning purposes.

1. Mini-Parks

This type of facility, often called a vest-pocket park, serves a limited population living within a very short radius of the facility, often less than 1/4 mile. These facilities are often targeted for a specific market segment, such as tots or senior citizens.

^{1/} This taxonomy does not account for every conceivable area that may fall under the purview of the Parks & Recreation Department, such as bicycle facilities, median strips, view sheds, open space, cultural facilities, and mall spaces, some of which are described in other elements of this 2020 General Plan.

TABLE XII-1
OXNARD RECREATION PLANNING AREAS

<u>Recreation Planning Area</u>	<u>Residential Communities</u>	<u>Neighborhoods</u>
South	Southeast Community, South Central Community	Black Stock, Bryce Canyon, Cypress, Pleasant Valley Estates, Pleasant Valley Villages, Redwood, Southwinds, College Estates, Dia- mond Bar, Lemonwood/Eastmont, Oxnard Pacific, College Park, Terrace Estates, Tierra Vista, Mar Vista and Villa Capri
Central	Central Community, Easternmost portion of Southwest Community	Bartolo Square, Cal-Gisler, Fremont South, Hobson Park East, Hobson Park West, Kamala Park, Wilson, Sea Air, and Marina West
North	Northwest Community, Del Norte Community and Northwest portion of Northeast Community	Cabrillo, Carriage Square, Fremont, Golf Course, Orchard, Sierra Linda, South Bank, Windsor North, Teal Club, Northwest, Rio Lindo, El Rio, Gonzales, El Rio West, Strickland
Northeast	Remainder of Northeast Community	La Colonia, Rose Park, Rose/ Gonzales, and and Nyeland Acres
Beach	Remainder of Southwest Community	Channel Islands, Hollywood by the Sea, Oxnard Dunes, Oxnard Shores, Silver Strand Sea View Estates, and Via Marina

Mini-Parks are typically found within close proximity to apartment complexes, townhouse developments, or senior citizen housing. The size and scope of this type of facility lends itself well to private development and maintenance by homeowners' associations and apartment complexes.

2. Neighborhood Parks

This type of park is designed to provide the surrounding neighborhood with an area for intense recreational activities. The facility should be easily accessible to the local residents and be positioned in the middle of the neighborhood.

These parks emphasize free play areas which can be utilized for a variety of purposes, such as softball, soccer, kite flying, frisbee games, and other similar activities. A playground area with various pieces of play equipment is also a central feature of most Neighborhood Parks. Court areas are also usually provided, but the facilities are not highly developed to the point of encouraging team/league use. Facilities are generally characterized by a lack of lighting for nighttime use, no skinned or brick dust infields, no raised mounds, the absence of spectator facilities, and the unavailability of off-street parking. Amenities often found in Neighborhood Parks include small picnic areas, drinking fountains, security lighting, walkways, landscaping, and restrooms.

The minimum land area required for a Neighborhood Park is between 5 and 10 acres. Neighborhood Parks may be City-owned stand-alone facilities or developed adjacent to school sites. When a neighborhood park is developed adjacent to a school, the school district usually provides some of the facilities and the City provides the balance.

3. Community Playfields

Community Playfields are large recreation areas, usually athletic complexes, designed to meet the organized recreation needs of people 10 years of age

and older. These facilities provide for specific recreation activities with some spectator amenities. Community Playfields serve a broader segment of the City's population and may be stand-alone facilities or contained within joint-use facilities and/or Community Parks.

These facilities are usually buffered from residential areas, enabling more intensive and perhaps evening use. Off-street parking is also provided at Community Playfields.

4. Community Parks

This type of facility provides a diverse recreational environment to meet the needs of several surrounding neighborhoods. Areas geared for intense use, such as sports complexes, large swimming pools, group picnic areas, gardens, and bandstands, may be included within Community Parks.

A Community Park is larger than a Neighborhood Park, usually covering at least 20 to 30 acres, and offers amenities that cannot be contained within Neighborhood Parks. Both active and passive recreation activities can be accommodated within a Community Park, which may also serve as a Neighborhood Park to a surrounding neighborhood.

5. Special Purpose Facilities

These are areas reserved for specific or single-purpose recreation activities, such as golf courses, nature centers, marinas, zoos, rifle ranges, historical sites, etc. Also included in this category are wildlife/conservation areas designed to protect, to preserve, and to educate the public as to the unique flora and/or fauna that is indigenous to an area.

B. Facilities Inventory

The City of Oxnard, County of Ventura and State of California own or operate a total of 34 existing park facilities within the Planning Area.

The 34 existing park facilities are shown in **Figure XII-1** and listed in **Table XII-2**, together with their corresponding classification. These sites cover approximately 708 acres, of which 224 acres are accounted for by the River Ridge Golf Course. The following is a summary of the parks inventory.

1. Mini-Parks

The City operates only two Mini-Parks -- Neptune Square Park and the Fremont Park.

2. Neighborhood Parks

There are a total of 23 Neighborhood Parks within the City. In addition, the Community Center complex includes a traditional Neighborhood Park. Two other facilities -- Fremont Park and Neptune Square Park -- offer some elements of a Neighborhood Park.

3. Community Playfields

The only Community Playfield in the City's park system is Driffill Field. This facility is operated by the City through a shared-use agreement with Oxnard Elementary School District. There are additional facilities located at Oxnard College which are reserved for City use at specified times.

4. Community Parks

There are a total of four Community Parks within Oxnard. The Community Center complex covers about 21.2 acres, and contains the traditional elements of a Community Park. The Del Sol-Colonia Parks complex, which occupies 17.5 acres, is also a Community Park. The Oxnard State Beach, a special purpose park, serves as third Community Park and covers 62 acres. The fourth Community Park is College Park with approximately 75 acres. These last two parks are also classified as Special Purpose Facilities.

TABLE XII-2
EXISTING PARKS FACILITIES INVENTORY

	Park Facility	Completion Date	Acreage	Mini-Park	Neighborhood Park	Community Playfield	Community Park	Special Purpose Facility	RPA
1.	Beck Park	1956	8.5		X				Central
2.	Carty Park	1967	5.0		X				South
3.	Channel Islands Harbor Parks	1965	21.0					X	Beach
4.	College Estates Park	1985	6.5		X				South
5.	Colonia Park	1950	10.0		X		X(1)		Northeast
6.	Community Center Complex	1967/1981	21.2				X		Central
7.	Del Sol Park	1975/1981	17.5		X		X(1)		Northeast
8.	Driffill Field	1960	2.0			X			Central
9.	Durley Park	1958	11.0		X				Central
10.	Eastwood Park	1959	4.2		X				North
11.	Fremont Park	1976	1.1	X					North
12.	Golf Course	1985	224.0					X	North
13.	Johnson Creek Park	1978	8.5		X				South
14.	Lathrop Park	1960	3.0		X				Central
15.	Lemonwood Park	1978	9.5		X				South
16.	Marina West Park	1976	6.3		X				Central
17.	Neptune Square Park	mid-1960's	0.4	X					Beach
18.	Orchard Park	1981	9.4		X				North
19.	Peninsula Park	1977	3.5		X				Beach
20.	Plaza Park	1962/1970	4.7		X				Central
21.	Pleasant Valley Park	1977	9.7		X				South
22.	Seaview Park	1981/1984	6.4		X				Beach
23.	Sierra Linda Park	1983	6.2		X				North
24.	South Winds Park	1979	7.5		X				South
25.	Thompson Park	1965	3.0		X				Northeast
26.	Via Marina Park	1980	12.0		X				Beach
27.	Wilson Park	1974/1980/	5.0		X				Central
28.	Rio Lindo Park	1988	8.5		X				North
29.	Sea Air Park	1987	8.6		X				Central
30.	Oxnard State Beach Park	1989	62.0				X	X	Beach
31.	College Park	1987-88	75.0				X	X	South
32.	McGrath State Beach	1960	123.0					X	Beach
33.	Linear Park	1989-90	3.0					X	Beach
34.	Kohala Park	1989	1.1	X					Northeast
TOTAL			708.3						

Note: (1) The Del Sol-Colonia Parks complex serves Oxnard as a "Community Park".

5. Special Purpose Facilities

The Municipal Golf Course, the Channel Islands Harbor Parks, College Park, Oxnard State Beach Park, McGrath State Beach and Linear Park are all designated as Special Purpose Facilities. Channel Islands Harbor Parks is the title given to a collection of facilities surrounding the Channel Islands Harbor. Included are the boat launch areas, a swimming beach, West Channel Park, and Channel View Park. Through a shared-use agreement with Ventura County, the City of Oxnard is responsible for maintaining turf areas, picnic tables and benches, public restrooms, parking lots, and some median strips. Oxnard State Beach Park and College Park are classified both as Community Parks and Special Purpose Facilities.

6. Future Park Sites

The Parks & Recreation Department has identified several areas within the City as possible locations for future park sites. Potential park sites are listed alphabetically in **Table XII-3**, together with their corresponding classifications. In some cases, concept plans and preliminary development timetables have been agreed upon. In other situations, the specific locations, acreage, and park components are unknown. Therefore, the data presented represents planning estimates of potential development based on present trends, expected growth, and land dedication practices in place today.

TABLE XII-3
POTENTIAL PARK SITES

	<u>Park Facility</u>	<u>Possible Completion Time-Frame</u>	<u>Approximate Acreage</u>	<u>Neighborhood Park</u>	<u>Community Park</u>	<u>Special Purpose Facility</u>	<u>RPA</u>
A.	Cabrillo Park	1990	4.0	X			North
B.	Cypress Park	1995	6.0	X			South
C.	Northwest Community Park	1995	32.0		X		North
D.	Ormond Beach Park	1995	30.0			X	South
E.	Oxnard Dunes Park	1995	6.0			X	Beach
F.	Mandalay State Beach Park	1995	107.0			X	Beach
G.	North Ormond Beach Park	1995	8.0	X			South
H.	Gonzales Neighborhood Park	1995	8.0	X			Northeast
I.	Gonzales Rose Neighborhood Park	1995	8.0	X			Northeast
J.	South Bank Park	1992	6.0	X			North
K.	Windsor North Park	1990	3.0	X			North
L.	Teal Club Park	1997	3.0	X			North
M.	South Ormond Beach Park	2000	8.0	X			South
	TOTAL		229.0				

7. Recreation Facilities

The City's inventory of recreation facilities within the City includes 26 ball diamonds, 49 basketball courts, 15 group picnic areas, 2 gymnasiums, 10 soccer/football fields, 2 swimming pools, 38 tennis courts, 50 tot lots, and 25 volleyball courts. Some of these facilities are owned and administered by other recreation agencies and school districts.

The findings of a 1985 study showed there was a current surplus of lighted tennis courts (2) and tot lots (5), and an adequate inventory of outdoor public facilities for baseball, volleyball, and golf. Deficits were identified as follows: softball diamonds (2), indoor basketball courts (3), group picnic areas (1), gymnasiums (3), horseshoe pits (4), racquetball/handball courts (4), soccer/football fields (1), and swimming pools (3).

The projected recreation facility needs for the year 2000, the year of the next general plan update, reveal no surplus of facilities based on current inventories. The net requirements are identified as follows: ball diamonds (16) [baseball (6), softball (10), lighted fields (1)], outdoor basketball courts (20) [lighted courts (2)], indoor basketball courts (5), crafts/activities buildings (3), exercise course/jogging paths (2), golf courses (1), group picnic areas (9), gymnasiums (5), horseshoe pits (11), racquetball/handball courts (6), soccer/football fields (7), swimming pools (5), tennis courts (18) [lighted courts (1)], tot lots and play equipment (17), and volleyball courts (12).

The City and school districts could work together to maximize the use of existing and planned facilities. Specialized facilities, such as gymnasiums and swimming pools, can be accommodated within one facility. Also, if sites are available that are easily accessible by a wide number of Oxnard residents, specialized facilities can be expanded to absorb the demand for multiple facilities.

8. Shared-Use Agreements

There are currently no shared-use agreements with any of the four major Ocean View Elementary School District campuses located within the South RPA. Similarly, the City has no cooperative agreements with any of the five schools operated by the Rio Elementary School District.

The City does have shared-use agreements with schools operated by the Hueneme Elementary School District. Three of the District's facilities are adjacent to City parks, and two of those schools have cooperative agreements with the City, covering selected facilities.

Oxnard Elementary School District has 6 schools located adjacent to municipal park areas. Of those six, the City has cooperative agreements as to two of the schools. In addition, the City operates park facilities and/or has programs at two of the six schools: Driffill Elementary and Fremont Jr. High School.

The City has cooperative agreements with Oxnard Union High School District for the shared use of its sports facilities, for which the City is charged a per-use fee. The swimming pools were constructed jointly by the School District and the City and are programmed for a full range of aquatic activities after school hours by the Parks & Recreation Department.

The City provided funds to Oxnard College by which the Ventura County Community College District secured State grant monies to construct sport facilities, including an official baseball field, tennis courts (6), tracks (2), basketball courts (4), a soccer field, locker rooms, and other facilities. These are available to City residents during limited time periods, but recently the volume of organized sports programs has meant that the facilities are generally unavailable for unscheduled public use.

The facilities covered by these shared-use agreements represent important contributions to the overall supply of park areas and recreation facilities for the residents of Oxnard.

C. Park Facilities Needs Assessment

The type, location, and size of existing public and private parks and recreation facilities establish a baseline for defining Oxnard's needs for parks and recreation facilities. These needs have been defined with reference to (a) the demographic profile of current and projected residents, (b) commonly accepted professional planning standards for parks and recreation facilities and (c) other agencies' concurrent proposals and planning efforts for new neighboring parks and recreation facilities in the area.

1. Mini-Parks

Due to the inefficiencies in administration and maintenance created by Mini-Parks, the City does not establish standards for this type of park facility. However, the size and scope of this type of facility lends itself well to private development and maintenance by homeowners' associations and apartment complexes. The Parks & Recreation Department is capable of providing planning expertise and recommended recreation component packages to private parties interested in developing recreational amenities, such as a Mini-Park, for residential properties.

2. Neighborhood Parks

The minimum land area required for a stand-alone Neighborhood Park is between 5 and 10 acres. This facility will have a service radius of approximately half a mile and a recommended service density of 1.5 acres per 1,000 residents.

Totalling the existing Neighborhood Park acreage and dividing it by Oxnard's population, yields a citywide ratio of approximately 1.4 acres per 1,000 residents. Thus, the overall shortfall in Neighborhood Parks for the City of Oxnard is approximately 16.4 acres or an immediate need for at least two additional Neighborhood Parks (5 to 10 acres each). More

specifically, there are current deficits of Neighborhood Parks in the South RPA (7.6 acres), North RPA (20.0 acres), and Beach RPA (6.2 acres).

Assuming that every one of the potential Neighborhood Park sites identified in **Table XII-3** is constructed at the maximum acreage, there will remain an overall shortfall of approximately 19.0 acres at buildout of the 2020 General Plan or roughly two Neighborhood Parks. Only the Northeast RPA is forecast to show excess Neighborhood Park space (25.8 acres at the year 2020), and the remaining four RPAs would have deficits as follows: South RPA (6.9 acres); Central RPA (2.1 acres); North RPA (23.6 acres); and Beach RPA (12.2 acres). **Table XII-4** summarizes the City's current and projected needs for Neighborhood Parks.

3. Community Playfields

The City is encouraged to expand its use of school district facilities in light of the limited land available for community playfields. Community Parks will also serve the recreation needs that the Community Playfields are designed to serve.

4. Community Parks

The effective service radius for Community Parks is approximately 1.5 miles. The City's recommended service density of 1.5 acres per 1,000 residents is significantly lower than typical values for service density standards for Community Parks (typically 5-8 acres per 1,000 residents). In part, this reflects the fact that the Pacific Ocean and its beaches reduce overall demand on the City for traditional Community Park facilities.

The South, Northeast and Beach RPAs currently have more Community Park acreage than required -- 20.7 acres for the South RPA, 12.8 acres for the Northeast RPA, and 33.9 acres for the Beach RPA. Deficiencies currently exist in the Central RPA (24.2 acres) and North RPA (48.3 acres). The overall net deficiency is approximately 5.1 acres.

As with Neighborhood Parks, the needs analysis must also consider the future projected populations of each RPA. Applying the desired level of service standard to the projected 2020 populations for each of the RPAs, there are Community Parks shortfall for the Central RPA (28.0 acres) and North RPA (35.8 acres) by the year 2020, assuming all potential community park sites are constructed. The Northeast and Beach areas will show surpluses of 6.8 and 28.0 acres respectively. The overall citywide shortage will be 29.6 acres.

Within the Central Recreation Planning Area, the only remaining sites capable of accommodating a Community Park are located west of the existing community center park on Hobson Way between Seventh and Ninth Streets and south of Fifth Street and east of Patterson Road; however, a unique opportunity would exist if Oxnard High School is relocated to the Northwest Specific Plan Area. Community Park recreation needs could be accommodated on the existing school site in order to meet the park standard for the Central Recreation Planning Area.

The continued need for Community Park space in the North RPA, despite the anticipated construction of the Northwest Community Park, is due to the fact that the North RPA will move from being the third most populated area to the first. However, the shortfall in park acreage for the North RPA may be partially offset by the excess acreage available in the Northeast RPA attributable to the Del Sol-Colonia Parks complex.

The planned development of Special Purpose Facilities will also address some Community Park needs. The South RPA would be served by the proposed Ormond Beach Park and College Regional Park located north of Oxnard College. Oxnard Dunes Park and Mandalay State Beach Park, both to be opened around 1995, would serve the Beach RPA. **Table XII-5** summarizes the City's current and projected needs for Community Parks.

TABLE XII-4
NEIGHBORHOOD PARKS NEEDS ANALYSIS
(1989-2020)

1989					
<u>Recreational Planning Area</u>	<u>Population (000's)</u>	<u>Service Density (2)</u>		<u>Standard</u>	<u>Excess (Shortfall) Acreage</u>
		<u>Current Park Acreage (1)</u>	<u>Actual</u>		
South	36.2	46.7	1.3	1.5	(7.6)
Central	30.3	47.1	1.6	1.5	1.6
North	32.2	28.2	.88	1.5	(20.0)
Northeast	9.8	30.5	3.1	1.5	15.8
Beach	<u>18.7</u>	<u>21.9</u>	1.2	1.5	<u>(6.2)</u>
Totals	127.2	174.4	1.4	1.5	(16.4)

2020					
<u>Recreational Planning Area</u>	<u>Population (000's)</u>	<u>Service Density (2)</u>		<u>Standard</u>	<u>Excess (Shortfall) Acreage</u>
		<u>Planned Park Acreage (1)</u>	<u>Planned</u>		
South	50.4	68.7	1.4	1.5	(6.9)
Central	32.8	47.1	1.4	1.5	(2.1)
North	45.2	44.2	1.0	1.5	(23.6)
Northeast	13.8	46.5	3.4	1.5	25.8
Beach	<u>22.7</u>	<u>21.9</u>	1.0	1.5	<u>(12.2)</u>
Totals	164.9	228.4	1.4	1.5	(19.0)

- Notes: (1) Park Acreage excludes Special Purpose Facilities, and includes only that portion of Community Parks acreage that serves the local neighborhoods.
- (2) Service Density is the number of acres of parkland for every 1,000 people living within the RPA.

5. Special Purpose Facilities

There are no typical acreage requirements for these facilities, because requirements depend upon the unique purpose or use of each facility. For example, an 18-hole championship golf course will require at least 150 acres, while a wildlife/conservation area would need to be of sufficient size to protect and/or manage the endangered resource.

D. **Service Delivery Issues**

There are several impediments to improving parks and recreation services for Oxnard residents. These include:

- o Effects of aging and vandalism on existing facilities
- o The past focus on Neighborhood Park development
- o Acquisition and development costs
- o Residential land uses that are not buffered from Community Park facilities
- o Insufficient integration between geographically dispersed parks and recreation facilities
- o Limited joint-use agreements with other public facility providers.

Each of these is discussed below.

1. Effects of Aging and Vandalism on Existing Facilities

Due to the natural deterioration of facilities and acute vandalism at some park sites, many of the City's older parks have equipment replacement needs, such as benches, tables, barbecue pits, playground equipment, drinking fountains, back-stops, bleachers, and fencing/signage. Landscaping and landscaping rehabilitation is also necessary at several facilities.

TABLE XII-5
COMMUNITY PARKS NEEDS ANALYSIS
(1989-2020)

1989					
<u>Recreational Planning Area</u>	<u>Population (000's)</u>	<u>Current Park Acreage(1)</u>	<u>Service Density (2)</u>		<u>Excess (Shortfall) Acreage</u>
			<u>Actual</u>	<u>Standard</u>	
South	36.2	75.0	2.1	1.5	20.7
Central	30.3	21.2	0.7	1.5	(24.2)
North	32.2	0	-	1.5	(48.3)
Northeast	9.8	27.5	2.8	1.5	12.8
Beach	18.7	62.0	3.3	1.5	33.9
Totals	127.2	185.7	1.4	1.5	(5.1)

2020					
<u>Recreational Planning Area</u>	<u>Population (000's)</u>	<u>Planned Park Acreage(1)</u>	<u>Service Density (2)</u>		<u>Excess (Shortfall) Acreage</u>
			<u>Planned</u>	<u>Standard</u>	
South	50.4	75.0	1.5	1.5	(0.6)
Central	32.8	21.2	0.7	1.5	(28.0)
North	45.2	32.0	0.7	1.5	(35.8)
Northeast	13.8	27.5	2.1	1.5	6.8
Beach	22.7	62.0	2.7	1.5	28.0
Totals	164.9	217.7	1.3	1.5	(29.6)

- Notes:
- (1) Park Acreage excludes Mini-Parks, Neighborhood Parks, and Special Purpose Facilities.
 - (2) Service Density is the number of acres of parkland for every 1,000 people living within the RPA.

A number of the City's older parks, including Beck, Carty, Colonia, Eastwood, Lathrop, Plaza, and Thompson, do not provide handicap access to restroom facilities. The balance of the City's facilities were designed and built to meet the standards for handicap access in existence at the time of construction.

2. The Past Focus on Neighborhood Park Development

Oxnard's focus on developing a high quality Neighborhood Park system has restricted the City's planning perspective on development needs for other types of parks. The absence of a Community Park system handicaps the effective delivery of park services to the Oxnard citizenry.

3. Acquisition and Development Costs

The acquisition and development of park facilities is an expensive undertaking. It is estimated that a Neighborhood Park developed in 1985 would cost approximately \$60,000 per acre to construct or \$35,000 to \$750,000 for a 5 to 10 acre facility. In addition, there is the annual maintenance cost of \$4,500 per acre (1987 dollars). Community Parks, with a higher level of facility development, are more expensive to develop. Depending upon the exact concept plan being considered, this cost can range from \$90,000 to \$108,000 per acre. The maintenance costs for Community Parks are slightly higher than for Neighborhood Parks and are estimated at about \$5,000 per acre per year.

4. Incompatibility of Land Uses Surrounding Current Sites

Another constraint to achieving improvements to parks and recreation service delivery is the existence of incompatible land uses at current park sites. Because some Community Park features have been included in Neighborhood Parks, there are problems with off-street parking, league/organized use of facilities, and inadequate buffering of noise, lights, etc.

5. Insufficient Integration Between Geographically Dispersed Sites

The City's many facilities are not effectively linked for foot or bike traffic. There is little signage directing residents to facilities, and no thematic connection exists amongst the recreation facilities. This tends to reduce residents' utilization of municipal facilities.

6. Limited Joint Use Agreements With Other Public Facilities

The final constraint concerns the degree to which other public facilities are available for general use by the residents of Oxnard. A few joint use agreements with other entities are in effect that facilitated the construction or encouraged greater use of some facilities. There are, however, significant resources or facilities that remain closed to the public and/or programming by the City.

FINDINGS

1. There is an inadequate supply of park areas able to accommodate major intensive recreation facilities.
2. There are not enough large grassy play areas for youth and adult passive and organized recreation uses.
3. Neighborhood Parks are over-utilized for organized sport activities, which impacts on the use of such playfields by neighborhood children.
4. There is a need for certain park/recreation facilities, including swimming pools, fields for soccer/football/hockey/rugby/cricket, gymnasium facilities, and softball fields.
5. Community recreation facilities are needed and should be related to community needs. Both of these should receive increased consideration in planning future facilities.
6. Routine park rehabilitation needs are not being met fully.
7. The City does not provide sufficient areas for peripheral recreation activities, such as flying remote-controlled airplanes or model rockets.

8. Many facilities are not effectively linked for foot or bike traffic, and there is little signage directing residents to facilities.

DEVELOPMENT POLICIES

A. Goals

1. A variety of quality recreation facilities and resources for Oxnard residents.

B. Objectives

1. Expand the variety of park types developed by the City.
2. Build sufficient Neighborhood Parks, Community Parks and Special Purpose Facilities to meet the needs of the future residents of the City by the year 2020.
3. Construct at least two sport and fitness centers with indoor gymnasiums by the year 2020.
4. Develop another full-time senior citizen center by the year 2020.
5. Determine the ultimate use of the practice field facilities currently used by the L.A. Raiders, which occupy almost 4 acres adjacent to the River Ridge Golf Course/Radisson Hotel.
6. Reduce overuse of neighborhood parks where possible.
7. Create a physical link for pedestrian and bicycle traffic between facilities.
8. Provide all Oxnard residents with access to natural/scenic areas, such as the Santa Clara River Greenbelt, Ormond Beach and Oxnard Dunes.
9. Rehabilitate deteriorated facilities.
10. Channel community interests and neighborhood pride into a concern for maintaining neighborhood facilities in good condition.

C. Policies

1. The City shall guide the development of new facilities and improvement of existing facilities, using proven methods and standards.
2. The City shall continue its aggressive policy of pursuing all possible methods of funding to identify the most cost-effective approaches to developing, improving and maintaining its facilities.
3. The City shall seek to utilize uniform signage, and employ other unifying design features to integrate municipal facilities and encourage use by residents.
4. The City should expand coordinated recreation programming with other public agencies and create service links to avoid duplication of services and budgetary expenditures.
5. The City shall explore ways to stimulate additional development of recreational facilities by the private sector.
6. The City shall seek to improve cooperation with various school districts within the City's Sphere of Influence regarding shared use of facilities.
7. The City shall maintain or increase the funding level and land dedication rates currently set by the Quimby fee formula.
8. Future park sites should be located next to school sites whenever feasible.
9. The City shall attempt to create buffer zones between neighborhood park facilities and adjacent residences, minimize off-street parking, and discourage team and league play by eliminating skinned infields, raised mounds, lights, and spectator facilities in those neighborhood parks that cannot be buffered from surrounding areas.
10. The City shall consider establishing a vandalism watch program or block party fix-up days at local park facilities.
11. The City shall implement the Bicycle Facilities Master Plan and trail system to link parks and recreational facilities.
12. The City should explore the possible use of Oxnard High School site for recreational use if the facility is relocated.
13. The City shall consider including specialized recreational facilities in the Ormond Beach Specific Plan Area.

14. The City shall consider designating additional sites for parkland in the North RPA as development warrants.
15. The City shall implement a development strategy for providing facilities that would serve day care, youth, teenager, and senior recreational needs in the South RPA.
16. The City shall support efforts to develop regional facilities (e.g. College Park, McGrath Park/Mandalay Beach, and RV parks) that are easily accessible to Oxnard's population.
17. The City shall conduct an ability-to-pay analysis for individual programs and building user groups. This information can then be utilized to add more tiers to the present rate schedule.
18. Prior to incorporation of additional land into the City, park provision shall be assessed and potential additional parkland identified.

D. Plan Proposals

Figure VII-1 identifies the location of existing park facilities (numbered 1-34), and potential park facilities (designated by letters A-M) for the five Recreation Planning Areas. The designations correspond to the entries on **Table XII-2** and **Table XII-3**.

IMPLEMENTATION MEASURES

A. Correlation of Parks and Recreation Facilities

1. Specific Parks and Recreation Facilities

The intensities and locations of residential development provided for in the Land Use Element have been correlated with parks and recreation facilities necessary to serve the development. With respect to year 2020 intensities of development, a specific set of Parks and Recreation Facilities improvements has been identified by location and by specific type of improvement (see **Table XII-3**).

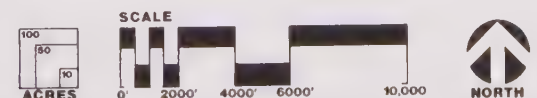
**FIGURE XII-1
PARKS AND RECREATION ELEMENT MAP**

SEE FOLDOUT

GENERAL PLAN



Figure : XII-1



2. Parks and Recreation Facilities Phasing Plans

The Growth Management Element provides that a "Capital Facilities Impact Evaluation" will be conducted as part of the Project Consistency Report process. Pursuant to that requirement, every major project listed as a Level "B" or Level "C" type of development will be required to identify a comprehensive capital facilities program. In this way, all major projects will be required to identify parks and recreation facilities phasing plans for long-term development that are correlated with the Growth Management Program.

B. Comprehensive Parks and Recreation Funding Program

The City of Oxnard has a variety of resources available to pursue the development, operation, and maintenance of parks and recreation facilities. These resources include:

- Developer fees
- Oxnard General Fund
- User fees and charges
- Federal and state government grants/funds
- Bond market
- Tax increment financing
- Special assessments
- Private donations.

Each of these is discussed below.

1. Developer Fees

The Oxnard Municipal Code requires that, as a condition of approval of any residential subdivision map, a developer shall: (a) contribute land or pay fees in lieu of land for park sites (the determination of land or fees to be made by the City), and (b) pay fees for park development and improvements equal to the amount of the in-lieu fee for the park site

acquisition. The formula utilizes a factor of 3.0 acres required for every 1,000 residents. These "Quimby fees" are provided for under California Government Code Section 66477, which in part reads:

"[T]he dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three acres of park area per 1,000 persons . . .

.

The land, fees, or combination thereof are to be used only for the purpose of developing new, or rehabilitating existing neighborhood or community park or recreation facilities to serve the subdivision."

2. Oxnard General Fund

Approximately 11.75% of the total General Fund is allocated to the Parks & Recreation Department. The Department's allocation grows at about the same rate as the overall budget.

3. User Fees and Charges

The City of Oxnard imposes fees and charges for recreation classes and building rental to offset direct and indirect costs and depreciation expenses; the balance is subsidized by the City. A wide variety of parks and recreation facilities are provided to the public without charge. As the pressure to economize builds, it becomes increasingly important to distinguish between those services that should be self-supporting, wholly subsidized, or partially subsidized. However, based on the City's demographic profile, across-the-board rate increases are not viable. Nevertheless, users with the ability to pay should be charged fees that will recover costs to the degree that competitive pricing will allow.

4. Federal and State Government Grants/Funds

While both federal and state grant programs are an available source of funding for the City, the current trend is for less federal government

funding and more state and local government support. As a result, Land & Water Conservation Funds and Community Development Block Grants have decreased in amount and the grants are less regular. The 1984, 1986 and 1988 State Bond Acts have provided funds for park development to the City of Oxnard, based on past voter approval of such measures. the future availability of such funds is likely.

5. Bond Market

The bond market has historically proven to be an excellent method of financing major municipal projects. However, post-Proposition 13 and post-Proposition 4 municipal economics have caused General Obligation (GO) bonds to be used as a last resort when generating development/improvement funds. When financed through revenue bonds, some Special Purpose Facilities can be self-supporting. These revenue bonds can be sold by a taxing authority, which would require voter approval, or by a non-profit corporation created to issue tax-free bonds to finance large construction projects. Unfortunately, few facilities can demonstrate an ability to generate sufficient revenues to retire the debt obligation and provide operating funds.

6. Tax Increment Financing

Tax increment financing is a method to leverage the increased property tax revenues that are caused by the increased value and economic activity from proposed developments. Once a project area is identified, this tax "increment" can be utilized to provide funds for development and improvement of public facilities.

7. Special Assessments

Special assessment financing is a technique utilized where a specific benefit can be identified. Costs - or special assessments - are then apportioned to the property owners within the special assessment district on any basis that will reasonably measure the benefit accruing to the property owner,

such as street frontage, total area, number of units, or some combination thereof. This technique can be used in conjunction with the issuance of tax-exempt bonds to provide up-front capital for proposed improvements. The bonds are generally repaid over a 10-15 year period from the proceeds of assessments collected each year from the affected property owners.

8. Private Donations

Any analysis of the history of parks development throughout the country will demonstrate the impact of private generosity. Gifts of money, materials, lands, and buildings have made vital contributions to the creation of park and recreation facilities everywhere. The creation of trust funds and a park and recreation foundation are two examples of methods that encourage personal and corporate contributions.



XIII. Housing

XIII. HOUSING ELEMENT

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XIII. HOUSING ELEMENT

INTRODUCTION

The purpose of the Housing Element is to identify local housing problems and needs for all economic segments of the community and the measures necessary to address them. Another key purpose of the Housing Element is to contribute to meeting the State housing goal as stated in Government Code Section 65580:

"The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order."

Oxnard's first Housing Element was adopted by the City on June 9, 1970. A review and update was completed in January 1977, however, it was not adopted. The City's increased interest in quality development and the attainment of a balanced community, together with the enactment of new state housing element guidelines, prompted the City to adopt a revised

Housing Element in February 1980). That element was subsequently amended to include a "Housing Implementation Program" in December 1980. In September 1986, the Housing Element was again amended pursuant to the requirements of Article 10.6 of the Government Code.

In revising the 1986 Housing Element the City is complying with State legislation which requires an update of the element at least every five years.

SETTING

Government Code Section 65588(a) provides that each local government shall review its housing element as frequently as appropriate to evaluate the following:

- o The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal -- A description of how the goals, objectives, policies and programs of the updated element incorporate what has been learned from the results of the prior element.
- o The effectiveness of the housing element in attainment of the community's housing goals and objectives -- A comparison of the actual results of the earlier element with its goals, objectives, policies and programs. The results should be quantified where possible (such as, rehabilitation results), but may be qualitative where necessary (such as, mitigation of government constraints).
- o The progress of the city, county, or city and county, in implementation of the housing element -- An analysis of the significant differences between what was projected or planned in the earlier element and what was achieved.

Substantial progress has been made in the implementation of the 1986 Housing Element. Table XIII-1 presents the "progress report" on the programs that have been implemented since adoption of the Housing Element three years ago. The chart is presented in terms of the 1986 Program Category, Program Description, planned Quantitative Objective and the Level of Achievement.

The remainder of this section provides assessments of (1) current housing needs, (2) projected new construction needs, (3) existing and potential sites for new housing, (4) governmental and non-governmental constraints to providing new housing, (5) the potential for energy conservation in new residential developments, (6) housing in the coastal zone, and (7) housing discrimination.

In accordance with state law, the Housing Element establishes specific goals, policies and programs to be addressed for a five-year period (to July 1, 1994). Nevertheless, consistent with the other elements of the 2020 General Plan, the Housing Element also addresses the long-term housing needs related to other land use policies to the year 2020.

A. Assessment of Immediate Housing Needs

1. Existing Households and Housing Units

As of January 1988 there were 39,929 housing units in Oxnard and 38,134 households, of which 18,266 (or 48%) were considered lower income households. The following definitions of income groups are provided by the Department of Housing and Community Development:

- o Very Low Income Household -- 50 percent of the area median income adjusted for family size.
- o Lower Income Household -- 80 percent of the area median income adjusted for family size.
- o Moderate Income Household -- not exceeding 120 percent of the area median income adjusted for family size.

Fiscal Year 1989 median income for a family of four in the Oxnard/Ventura Primary Market Statistical Area (PMSA) is \$43,600. Thus, a four-person household with a maximum income of \$21,800 would be considered very low income. Housing is generally considered to be "affordable" when it consumes no more than one-third of annual income; therefore, a maximum expenditure of \$7,100 annually for housing would be considered affordable to this group.

TABLE XIII-1
PROGRESS REPORT ON PROGRAM IMPLEMENTATION

<u>Program Category</u>	<u>Program Description</u>	<u>Quantitative Objective</u>	<u>Level of Achievement</u>
<hr/>			
A. Conserve and improve existing housing:			
<hr/>			
1. Structural conservation and rehabilitation.	a. Housing Code Enforcement	1,800 units (5 years)	Partial
	b. CDBG Rehabilitation Program	260 units	106
	c. Rental Rehabilitation	—	64
	d. Section 312 Rehabilitation Program	10 units	14
	e. Property Maintenance Ordinance	Under Study	Completed
	f. Other funding sources	Under Study	Completed
	g. Neighborhood Priority Service Areas	Under Study	To be continued
	h. Deferred Rehabilitation Program	Under Study	3 units
<hr/>			
2. Affordability Conservation	a. Mobile Home Park Zoning	None Stated	Parks zoned
	b. Coastal Zone Housing Policies	Per Coastal Plan	Completed
	c. Condominium Conversion Policies	Per Ordinance	Completed
<hr/>			

TABLE XIII-1 (Cont.)

<u>Program Category</u>	<u>Program Description</u>	<u>Quantitative Objective</u>	<u>Level of Achievement</u>
B. Assist in the development of affordable housing:			
1. Federal and State Subsidy Programs	a. Section 8 Rental Assistance	500 units (per HUD)	191
	b. Section 202 Elderly Housing	120 units	-0-
	c. Mortgage Revenue Bond Program	47 units	17
2. Local Incentives	a. Density Bonus Policies	None Stated	Implemented
	b. Second Unit Ordinance	None Stated	Implemented
	c. Local Development Corporation	Under Study	Not Accomplished
	d. Senior Housing Overlay District	Under Study	Not Accomplished
	e. Central City Revitalization Project	Under Implementation-- 120 Units	Completed

(Continued)

TABLE XIII-1 (Cont'd.)

<u>Program Category</u>	<u>Program Description</u>	<u>Quantitative Objective</u>	<u>Level of Achievement</u>
<hr/>			
C. Provide adequate housing sites:			
<hr/>			
1. Holding Capacity	a. Land Use Element	5,000 acres; 53,000 units	Implemented GP Revised
	b. Zoning Ordinance	8,100 new housing units	Implemented
	c. AQMP	Dwelling Unit Forecasts--to be revised	Implemented
	d. Site Availability	1,910+ acres; 14,238 units	Implemented GP Revised
<hr/>			
2. Variety of Housing	a. Land Use Element	Low, Medium and High Density Neighborhoods--83% of low and medium	Implemented
	b. Zoning Ordinance	8 Zoning Districts	On-going
<hr/>			
D. Removing governmental constraints:			
<hr/>			
1. Infrastructure	a. Per City Requirements/Standards		Accomplished
<hr/>			

TABLE XIII-1 (Cont'd.)

<u>Program Category</u>	<u>Program Description</u>	<u>Quantitative Objective</u>	<u>Level of Achievement</u>
2. Fees	b. Senior Housing Overlay District	Under Study	Not Accomplished
	c. Fee Reduction Program	Under Study	Not Accomplished
3. Processing		Varies; recently streamlined	Accomplished
E. Promotes equal housing opportunity:			
1. Fair Housing Support	a. Per State Law and HUD Guidelines	None Stated	Implemented
2. Discrimination Complaints	a. Per State Law	None Stated	Implemented

2. Ability to Pay

California housing law requires regional planning agencies to identify "existing" and "future" housing needs every five years. The Southern California Association of Governments (SCAG) is the regional planning agency responsible for estimating the existing and future housing needs for the cities in the six county area encompassed by Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial counties. In 1983, the need figures were contained in a report known as the Regional Housing Allocation Model (RHAM). In 1988 the same planning tool was re-named the Regional Housing Needs Assessment (RHNA).

The 1988 RHNA defines existing housing need as the number of resident lower income households paying 30% or more of their income for housing, as did the 1983 RHAM.^{1/} The 1980 federal census was the primary data source for both the 1983 RHAM and 1988 RHNA.

^{1/} SCAG explains the methodology for an analysis of level of payment compared to ability to pay as follows:

"The projection of households in need (lower income households paying over 30% of income for housing) was based on the percentage increase or decrease of total households in a locality between 1980 and 1988. If the percentage change in households was a plus 10%, then the proportion of households in the lower income categories was increased exactly 10%. This "scaling up" was accomplished in the following manner:

The first step was to take the RHAM 83 local jurisdiction percentage split between income groups (based on 1980 census data) and apply it to the household total for 1988. In this way, an estimate of the households in each income category was derived.

The second step was to assume that households in need would be in the same ratio to non-overpaying lower income households as in 1980. The ratio for each jurisdiction's low and moderate income categories was used to get a gross estimate of households in need for each category. The percentage breakdowns between income groups and the breakdown by owner-renter categories were based on 1980 census information on income and tenure

(Footnote Continued)

According to the 1988 RHNA, 7,649 (or 20%) of Oxnard's total resident lower income households pay 30% or more of their income on housing costs. Of these 80.7% are renters and 19.3% are owners. (See Table XIII-2.)

3. Existing Assisted Housing

The City of Oxnard owns 780 rental housing units, including 150 designed as elderly/handicapped units. This publicly-owned housing is located in 10 developments ranging from 12 to 430 units. In addition, the Oxnard Housing Authority assists 1,217 lower income households in existing housing through the U.S. Department of Housing and Urban Development (HUD) Section 8 program.

(Footnote Continued)

type. No more recent data on household income was available at the jurisdiction level which satisfied the needs of our analysis or state law (i.e., generally available data, replicable methodology for all jurisdictions, etc.).

Further Adjustment

The number of low and moderate income households in need could be adjusted downward by the number of households assisted by government subsidy programs which reduce shelter payments to no more than 30% of household income (e.g., lower income households assisted by Section 8 housing assistance payments or Public Housing subsidies). This adjustment would be made by local governments, outside the RHNA adoption process, when the local housing element is developed.

On the other hand, the number of lower income households in need could be adjusted upward to account for the impact of homeless persons on the jurisdiction (households in need that are not living in an occupied unit). This adjustment would also be made outside of the RHNA adoption process. As provided in the new state law (AB 1996), the homeless needs assessment could be performed as part of the required "identification of adequate sites for emergency shelters," required in local housing elements."

SCAG, Revised Regional Housing Needs Assessment (December 1988), Appendix B.

TABLE XIII-2
OVERPAYING CHARACTERISTICS OF LOWER INCOME HOUSEHOLDS

<u>Income Group</u>	<u>Owners</u>	<u>Renters</u>	<u>Total</u>	<u>Percent</u>
Very Low	934	4,073	5,007	65.5%
Low	538	2,103	2,643	34.5%
Total	1,472	6,176	7,649	
Percent	19.3%	80.7%		100.0%

Source: SCAG, Revised Regional Housing Needs Assessment (December 1988), Table 5.

There are 572 housing units in three federally assisted housing developments. Thus, there are a total of 2,569 assisted housing units in the existing supply, which constitute 6% of the standing stock. These housing units are an important and continuing resource to meet the housing needs of Oxnard's lower income population.

4. Overcrowded Households

Overcrowded households are defined by the U.S. Census to be those households where there are 1.01 or more persons per room, and by HUD as more than two persons per bedroom. Overcrowding may affect health, recreation and educational performance. In 1980, there were 5,602 overcrowded households in the City -- 38.5% were owners and 61.5% were renters.

The largest concentrations of overcrowded households occurred in census tracts 32, 38, 45 and 49. (See Figure XIII-1.) These four tracts contain 44% of all the City's overcrowded households. Of the overcrowded

households in tracts 32, 38, and 45, 72% to 79% lived in renter-occupied dwellings. Based on the percentage increase of all households since 1980, as of 1989 there are an estimated 6,509 overcrowded households.

5. Housing Stock Conditions

Information on the number, extent of deterioration and location of unsound housing provides a basis for estimating Oxnard's housing improvement needs, including the level of repair, rehabilitation and/or demolition and replacement that is necessary for the substandard housing units to meet the criteria of decent, safe and sanitary shelter.

According to the City's Housing Assistance Plan (HAP), there are an estimated 6,920 housing units with substandard conditions of which 6,712 (97%) are occupied. (See **Table XIII-3.**) Of these, 34% are owner-occupied and 66% are renter-occupied. Of the 5,534 units which are suitable for rehabilitation, 5,413 are occupied, of which 3,789 are occupied by lower income households (see **Table XIII-4**). The deteriorated housing is generally concentrated in the Colonia, Kamala Park and Cal-Gisler neighborhoods.

Structural age is one indicator of the potential for either housing deterioration and/or home improvement needs. This, of course, does not mean that just because a home is more than 30 or even 40 years old that it is in substandard condition. Indeed, there are examples throughout the City of older homes that are in fine condition because of the quality of original construction and the practice of continued care and maintenance over the years.

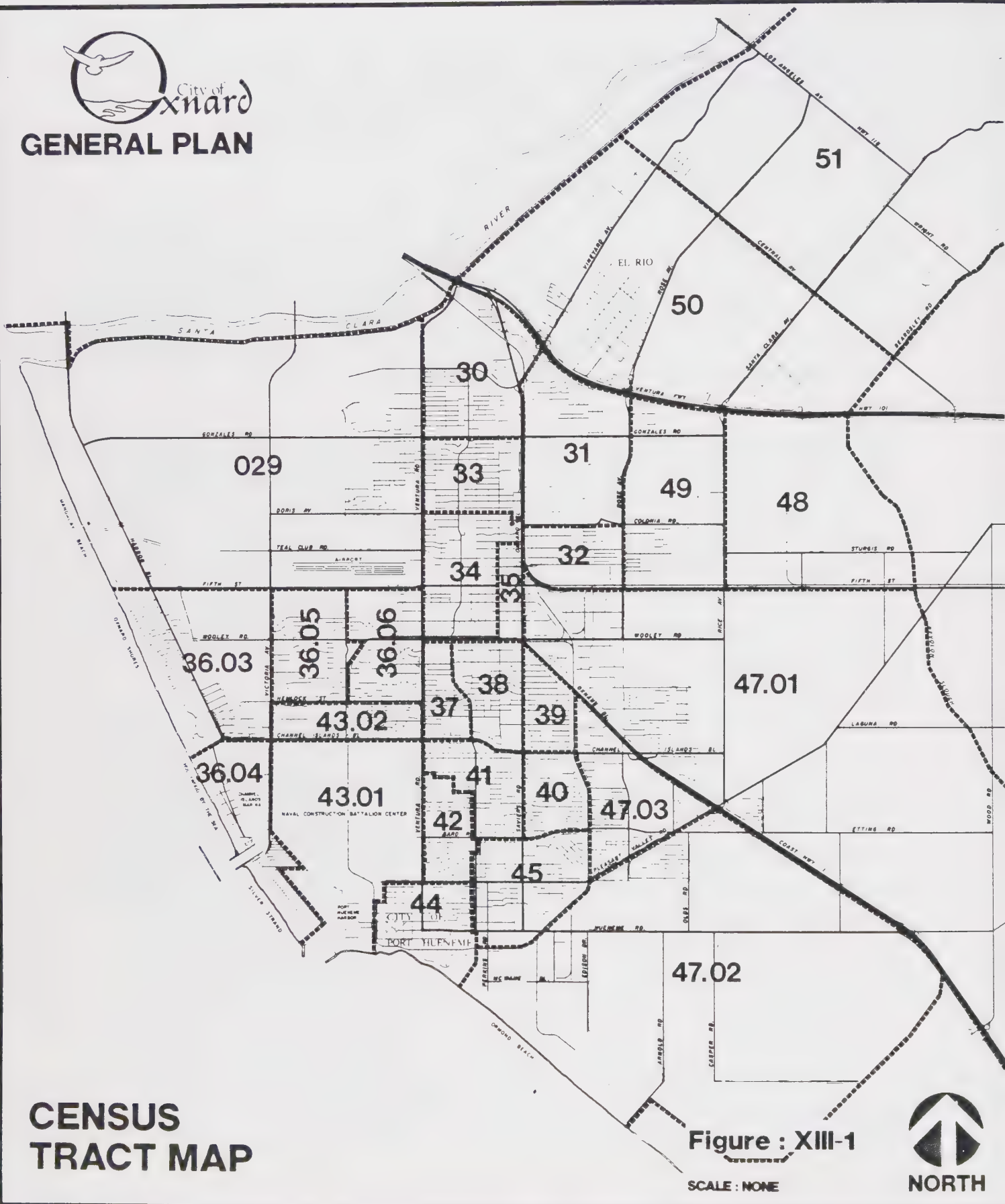


TABLE XIII-3
SUBSTANDARD HOUSING

	<u>Occupied Units</u>	<u>Vacant Units</u>	<u>Total Units</u>	
Owner	2,282	71	2,353	(34%)
Renter	<u>4,430</u>	<u>137</u>	<u>4,567</u>	(66%)
TOTAL	6,712 (97%)	208 (3%)	6,920	(100%)

Source: City of Oxnard, 1988-91 Housing Assistance Plan (HAP)

TABLE XIII-4
UNITS SUITABLE FOR REHABILITATION

	<u>Occupied Units</u>		<u>Vacant Units</u>	<u>Total Units</u>
	<u>Lower Income</u>	<u>Total</u>		
Owner	1,303	1,862	74	1,936
Renter	<u>2,486</u>	<u>3,551</u>	<u>47</u>	<u>3,598</u>
TOTAL	3,789	5,413	121	5,534

Source: City of Oxnard, 1988-91 Housing Assistance Plan (HAP)

Presently, about 7% of the City's existing housing supply is at least 40 years of age.^{2/} This segment of the stock is in need of periodic maintenance and some houses may even require repairs to mechanical or electrical systems and structural components. As the housing ages in

^{2/} About one-half of the housing over 40 years old is located in census tracts 34 and 35. The boundaries of these two census tracts encompasses four neighborhoods -- Fremont South, Wilson, Hobson Park West and Hobson Park East.

Oxnard, there is a need to conserve housing quality and appearance. How rapidly the aging process affects Oxnard's older housing supply depends in large measure on the original quality of construction and maintenance over the years.

Another reason for the existence of substandard housing is that the costs of repairs are not within the financial means of the owner and cannot be recouped by increasing the rents of income-producing property. The labor and material costs of housing repairs have mirrored the increased costs throughout the economy. The areas of the City having a high incidence of substandard housing include census tracts 32, 34, and 45. These tracts have among the lowest of the City's median household annual incomes, a small number of single family owner-occupied units, and high numbers of large families and overcrowded households.

Absentee owners, those who do not live on the property, are believed to have some negative effect on the maintenance, repair, and rehabilitation of property. The absentee owner is not considered as likely to invest in the maintenance, repair, and rehabilitation of property. For these reasons, areas with high levels of absentee ownership may have higher levels of delayed maintenance and delayed rehabilitation than in similar areas with a higher percentage of owner-occupied units. Owners living on the premises are also more accessible to tenants when repairs are needed on the property.

Repair and rehabilitation of rental property frequently is more difficult than owner-occupied housing. The cost of repairs must be recouped from rent increases. When it is difficult to obtain rent increases, there is a reluctance to improve the housing. The City's rental market, though, is strong in terms of high demand/low vacancy rates. Usually, when "tight" rental market conditions exist, a land owner can reasonably justify market rate rent increases so that repairs and maintenance can be regularly provided. At this time, however, the extent of deferred maintenance is unknown.

Financial resources for City-supported residential rehabilitation are limited. The rehabilitation goals of the City have not been fully met because of the lack of sufficient funding from HUD, and a lack of alternative sources of funds to replace HUD money.

Additional constraints to improving substandard housing include the existence of incompatible land uses adjacent to residential uses and inadequate infrastructure. The former has the effect of discouraging private investment in housing for the improvement or maintenance. Similarly, the existence of inadequate neighborhood improvements such as streets and other infrastructure may discourage reinvestment in the housing stock. In effect, improvements to both the housing stock and neighborhood environment may need to be made concurrently if significant positive change is to occur in the future.

Inadequate enforcement of health and safety codes by the City and State^{3/} also constrain the rehabilitation of substandard housing. The City's current approach to enforcing violations of the City Code does not serve as an incentive to improve substandard housing city-wide. The City investigates substandard housing only when a complaint is filed. Without a large-scale comprehensive, and aggressive approach to code enforcement, the City or State cannot effect the repair or rehabilitation of housing that violates health and safety regulations.

6. Special Housing Needs

The State Department of Housing and Community Development (HCD) offers the following explanation of how special housing needs differ from other housing needs:

"Special housing needs are those associated with relatively unusual occupational or demographic groups, such as farmworkers

^{3/}The State of California is responsible for enforcing health and safety regulations within mobile home parks.

or large families, or those which call for unusual program responses, such as preservation of residential hotels or the development of four-bedroom apartments."^{4/}

This section analyzes the special housing needs of the handicapped, elderly, large families, farm workers, female-headed households, and individuals and families in need of emergency shelter.

a. Handicapped Households

Handicapped persons may have special housing needs related to design and interior layout. Also, some handicapped persons, because of their disabilities, have lower incomes. There are no complete data sources on handicapped households in Ventura County or the City of Oxnard. The 1980 Census did publish data on working adults with transit-related disabilities. For Oxnard, it identified about 1,000 working adults with a public transportation disability, of which 97% also reported having a work disability. Based on a straight-line extrapolation of total population growth between 1980 and 1990, a rough estimate of handicapped households would be about 1,200.

Among the problems faced by handicapped persons as cited by the Living Resource Center are:

- o Lack of accessible, affordable housing
- o Accessible units are not being advertised as such
- o Many are forced to live in nursing homes only because the homes are accessible, not because the person requires care.

Resources to address these needs include building code regulations, Section 8 Aftercare Programs, and CDBG rehabilitation programs.

^{4/}State Department of Housing and Community Development, Housing Element Questions and Answers (March 1984).

b. Elderly Households

According to the 1980 Census, persons over 60 years of age constituted about 10% of Oxnard's population. The majority (56%) of this age group were women. Assuming seniors still comprise the same percentage of the population as they did in 1980, the number of persons 60 years and over would be approximately 13,000.

The City's largest concentrations of elderly persons were in census tracts 33 (1,055 persons) and 34 (1,222 persons). The elderly comprise 17.3% and 15.8% of the total population in census tracts 33 and 34, respectively. Together these two tracts contain 21.5% of all the City's residents over 60 years of age.

In Oxnard almost 2,000 (or 16%) of all elderly live alone. Another 600 live in homes for the aged. Many elderly live on fixed incomes and some may have physical disabilities which require certain home design features for safety and security. In addition, physical disabilities may create difficulties in home maintenance and repair.

Resources to address senior needs include the existing privately-owned assisted housing, Section 8 rental and aftercare assistance programs, mobile park housing, and new seniors housing construction.

c. Large Families

Large families and households^{5/} are those with five or more members. In 1980, about 26% of all families and 21% of all households had five or

^{5/} A "family" is two or more persons related by birth, marriage, or adoption and residing together as one household; a "household" is all persons who occupy a housing unit. In 1980, the City had 25,700 families and 33,200 households.

more members. Of the roughly 7,000 large households, nearly one-third consisted of seven or more members. Large families and households need enough space to accommodate daily living routines.

With respect to household income, in 1980, 17% of large households qualified as very low income and 20% were low income (compared with 26% and 21%, respectively, for all the resident households in the City).

Of these large households, 59% were owners and 41% were renters. The largest concentrations of large households occurred in census tracts 32, 38, 41, 45, 47.01 and 49. Together these six tracts contained almost 50% of all the City's large households. Based on a straight-line extrapolation of household growth between 1980 and 1990, there would now be an estimated 8,120 large households in the City.

Goals, objectives and resources to address the needs of large families and households are incorporated in the City's 3-year Housing Assistance Plan and are considered in all of the City's housing programs.

d. Farm Worker Households

Agricultural production is a year around economic activity in Ventura County and the methods of agricultural production are technical and highly mechanized, creating demand for skilled operators and contract services. As a result, most of the farm workers are permanent residents and therefore would be included in the City's general population and households statistics. The 1980 Census did not contain data for farm worker households.

SCAG estimated farm worker housing needs for the City in the 1983 RHAM. According to SCAG, the City had almost 2,800 resident farm worker households which represented 7% of all the City's households. In addition, SCAG estimated that of these farm worker households, 55% had very low incomes and 35% had low incomes. Based on this, SCAG concluded that

2,500 farm worker households had housing assistance needs, which represented about 32% of all households with housing assistance needs.

Existing farm worker households are assisted by a variety of housing programs administered by the City.

e. Female-Headed Households

In 1980, there were about 7,000 female-headed households in Oxnard which represented 21% of all households in the City. Of this total, 55% included other persons, primarily children. Based on a straight-line extrapolation of household growth between 1980 to 1990, there would now be an estimated 8,140 female-headed households in the City.

About three-fourths (75%) of all the female-headed households rented their dwelling units. In addition, 27% had annual incomes below the poverty line.^{6/}

The 1980 median incomes of female-headed households are listed below:

o With children under the age of 6	\$6,721
o With children 6 to 17 years of age	\$10,668
o With no children	\$15,536.

Female-headed households appear to be in need of both rental housing and housing assistance. Unfortunately, the 1980 Census did not publish data on percent of income spent on housing costs for this special needs group. As was the case with farm workers, though, their needs have been

^{6/} Families, including female-headed households, are classified as being below or above the poverty level based on "poverty thresholds" varying by size of family, number of children, and age of the family members. These are updated each year to reflect the change in the Consumer Price Index.

included with the total housing assistance needs in the City, set forth in the 1988 RHNA.

f. Homeless Persons

In September 1984, the state legislature enacted Assembly Bill 2579. This bill added "families and persons in need of emergency shelter" to the scope-of-analysis of special housing needs. In addition, a city's housing program may now include an identification of adequate sites for emergency housing.

To determine the number of homeless individuals, and the numbers of children, elderly, mentally ill and veterans among them, the City supported the United Way Survey in 1984, and the Ventura County Homeless Coalition Survey in 1987. These surveys estimated the County of Ventura homeless population at 2,000, with the City of Oxnard homeless comprising about 12.5% of the County total. The homeless population consists principally of families with children, the elderly, veterans, and those who are mentally ill, according to these surveys and other reports from local area service providers.

In February 1988, a survey of local shelters in the City conducted by City staff determined the number of homeless persons requiring shelter to be around 200. In December 1988, when these same shelters were full, the National Guard Armory in Oxnard was opened under the authority of the Governor's directive to accommodate the overflow during cold and rainy periods. The Armory shelter was open a total of 23 nights during December and January, accommodating an average of 51 persons per night, mostly single men.

It appears that approximately 250 persons in the City could require shelter on any given night at present. The number of homeless in nighttime shelters does not, of course, include those who do not seek shelter. Nor does it include those that are at risk of becoming homeless, such as those

who are doubled up with other families, and those under threat of eviction or foreclosure due to inability to make rent or loan payments.

The following organizations provide emergency shelter and services to the homeless within the City of Oxnard:

(1) American Red Cross

The Red Cross provides emergency services in disaster situations. Assists Armed Forces veterans and their families. Using Federal Emergency Management Agency (FEMA) funding, the Red Cross provides much-needed lodging, food, rent, and utility-payment monies to the homeless and near homeless. More private or federal money is needed to provide vouchers for these services to mitigate and prevent homelessness throughout the County.

(2) Catholic Charities

Catholic Charities provides professional counseling and the provision of temporary emergency material aid to families and individuals. Services include: personal counseling; budget, financing, immigration, and citizenship service; refugee assistance; pre-school; direct material aid; program for physically handicapped; outreach to Frail Elderly.

(3) Coalition Against Household Violence

The Coalition offers a four-phase program: (1) a 24-hour hotline; (2) a program of counseling for both victim and abuser as well as support groups for both men and women; (3) an educational outreach into the community; and (4) a shelter to house women and children who are victims of domestic violence.

(4) Commission on Human Concerns (FOCUS)

FOCUS provides support services for homeless families and individuals. Support services include: mail drop; message service; job referral; and shower facilities (under construction). It is also the site for a Job Club for homeless persons and revolving loan fund to help with one-time move-in costs involved in renting an apartment or house. It also provides information and referral, distribution of USDA commodity foods and other food as available, and short-term emergency shelter when funds are available.

(5) Domestic Violence Services (Interface)

Interface provides emergency services to families experiencing domestic violence. Services include: 24-hour emergency shelter for women and children who are victims of domestic violence; individual, family and group counseling, psychotherapy, and support for the victim and the abuser; education workshops and public speaking engagements regarding domestic violence.

(6) Help Line -- Information and Referral (Interface)

The Help-Line is a fully staffed emergency service available county-wide through its eight toll-free phone lines, access for the hearing impaired through a TDD, and an 800 number providing toll-free access from the outlying areas. It provides the only 24-hour emergency information and referral service focusing on all aspects of helpful resources in Ventura County, and is recognized as the one full-service information and referral program for Ventura County by United Way and County of Ventura. Services include: client needs assessment; referral to Social Services (updated daily); suicide prevention emergency phone assistance; bilingual (Spanish/English) resource workers 9 a.m. to 5 p.m.; and publishing of the annual guides to Social Services Resources in Ventura County.

(7) Lutheran Social Services

Lutheran Social Services provides emergency assistance for food, housing and transportation.

(8) Oxnard Rescue Mission

The Mission is a place to stay for men who are transients. Three meals a day are provided, and a bed for up to five consecutive nights. Food is provided for women and children, but no housing is available to them. It is a religious oriented program, but clients can be non-believers. It is supported by private donations and operated by concerned people who try to help men, especially those with an alcohol or drug problem.

(9) Project Understanding

Using private donations, FEMA monies and United Way funding, Project Understanding provides grants to families and individuals to pay campground fees, make utility payments, pay move-in costs (including security deposits), and to prevent evictions. A drop-in center provides mail and message service, showers, and a laundry voucher. Emergency food for families, and a hot-meal program are provided daily through participating churches. It also

sponsors a food cooperative to aid low-income families by purchasing groceries at wholesale.

(10) Rainbow House, Inc.

Rainbow House, Inc. is a community-based, peer group oriented residential treatment center. Nutrition, exercise, job assistance and counseling are included in 30-day or 3-6 month treatment for chemically dependent women to effect their transition to self-dependence.

(11) Salvation Army -- Oxnard

The Salvation Army, located throughout Ventura County, provides food, housing, transportation and clothing on an emergency basis. These services are especially helpful for a family while they are waiting for papers to be processed for Public Social Service assistance. A welfare referral is required. There are three main offices in Oxnard, Simi Valley and Ventura. (Youth and senior activities are offered at the Oxnard and Ventura offices.)

(12) Senior Citizen's Survival Service (SCSS)

SCSS provides a 24-hour assistance program offering information and referrals, including counseling for older persons with problems finding services and benefits which they need to survive. Seniors with emergency housing needs are provided financial, transportation and other help with placement in local hotels or motels, or with out-of-town relatives.

(13) United Way of Ventura County

The United Way of Ventura County is a community-based organization comprised of thousands of volunteers. It determines the needs in the community through the Allocations-Citizens Review Process, raises funds through an annual campaign to meet those needs, generates community support through a year-round communications program, and assesses on a continual basis the current needs and emerging needs of the community. The United Way has been very instrumental in raising funds for the Homeless Lease Assistance Revolving Loan Fund.

(14) Ventura County Public Social Services Agency (PSSA)

PSSA provides information and referral for these services: Aid to Families with Dependent Children (AFDC); food stamps, Medi-Cal; Supplemental Security Income (SSI); and Public Assistance. PSSA also provides adult protective services and in-home support services for the aged, blind

and disabled. The Children's Services Division provides: protective services, including investigating and reporting child abuse; licensing of foster care/day care homes; and adoption service. Assistance is provided to pay for shelter or lodging costs.

Under a Community Development Block Grant (CDBG) program, PSSA provides an ombudsman to assist the homeless and potentially homeless. Its primary responsibility is to assist the homeless in locating low cost housing. It coordinates with other homeless services organizations in providing services to all clients. Priority is given to homeless families and the disabled. The program serves an average of 60 clients per month. PSSA serves as the lead agency in the emergency, temporary opening of National Guard Armory shelter services in accordance with criteria established by the Governor.

(15) Ventura County Department of Mental Health

The Department offers out-patient programs for adults and children providing individual and group therapy, medication therapy, and crisis intervention and assessment. A partial day care program provides for chronically mentally ill persons. There are also education, preventive, and consultation services. The in-patient unit is a 24-hour acute psychiatric hospital for patients who are a danger to self or others, or unable to take care of their basic needs because of a mental disorder. This is a 28-bed open (unlocked) facility which provides intensive care on a voluntary or involuntary basis. A program has been established to provide emergency temporary housing vouchers for the homeless mentally ill. An outreach social worker offers assistance and the vouchers are provided through Catholic Charities.

Under CDBG funding, the Department operates a program to provide direct shelter and food services to the mentally ill homeless, and ensures bilingual outreach efforts and case management service to Emergency Shelter Program clients. The program is modeled after the County's very successful Youth Connection program. It attempts to maximize the access of the homeless mentally ill to available financial and service resources (such as, Social Security, SSI, medical and dental care). Active outreach efforts are undertaken to reach the mentally ill.

(16) Youth Crisis Services (Interface)

Interface provides outreach crisis intervention counseling for runaway youth (10-17 years old) and their families. Volunteer counselors meet with youth at school, police station and other locations. Short term emergency shelter

for homeless youth is available. A 24-hour emergency response is available at the request of law enforcement personnel.

(17) Zoe Christian Center and Zoe Women's Shelter

The Zoe Christian Center offers emergency housing for up to 180 individuals and families in crisis (1-3 nights), and short-term (60 days). The Zoe Women's Shelter provides beds for up to 22 women. Services provided include: work program, training in independent living, counseling, job placement, employment training, child rearing, adult education classes, other individual and group skills and transitional housing for families and single women.

B. Projected New Construction Needs

As mentioned above, SCAG is responsible for determining projected housing needs for the Southern California region, including Oxnard. Under Government Code Section 65584(a), projected housing needs must take into consideration the following factors:

- o Market demand for housing
- o Employment opportunities
- o Availability of suitable sites
- o Availability of public facilities
- o Commuting patterns
- o Type and tenure of housing needs
- o Housing needs of farm workers.

Each locality's share of the regional need, as determined by SCAG, must be consistent with the criteria set forth above. In addition, needed housing must be distributed regionally to avoid further concentration within jurisdictions that have relatively high proportions of lower income households. Future housing need, as identified by SCAG in the 1988 RHNA, is defined as the number of new housing units needed to (i) accommodate household growth (see Table XIII-5), (ii) achieve an adequate vacancy level (see Table XIII-6), and (iii) replace inventory losses (see Table XIII-7).

TABLE XIII-5
RHNA HOUSEHOLD GROWTH

	Total Households		Household Growth
	Jan 88 (DOF)	July 94 (GMA-4M)	<u>7/89-7/94</u>
Revised	38,134	42,477	3,341
Advisory	38,134	42,477	3,341

Source: SCAG, Revised Regional Housing Needs Assessment (December 1988), Tables 26 and 26A.

TABLE XIII-6
RHNA VACANCY ADJUSTMENT
(Housing Units)

	Total Housing Units <u>Jan 88</u>	% SF ^{1/}	1988 Ideal Vac. R	1987 Actual Vac. R%	Existing Need <u>1988</u>	Add'l Vac. Need <u>89-94</u>	Total Vacancy <u>Adj</u>
Revised	39,929	.585	3.24%	1.10%	856	108	965
Advisory	39,929	.585	3.24%	1.10%	428	108	536

^{1/} SF= Single Family

Source: SCAG, Revised Regional Housing Needs Assessment (December 1988), Tables 33 and 33A.

TABLE XIII-7
RHNA DEMOLITION ADJUSTMENT
(Housing Units)

	<u>1984-86 Actual</u>	<u>Demo Adj</u>
Revised	29	48
Advisory	29	48

Source: SCAG, Revised Regional Housing Needs Assessment (December 1988), Tables 40 and 40A.

Based on this analysis, SCAG initially determined Oxnard's "Revised" future housing need for the period 1989-1994 to be 4,354 housing units. (See Table XIII-8.) The RHNA "Advisory" figure, based on further review, is 3,926 housing units. SCAG supports the use of the Advisory figure by local jurisdictions.

TABLE XIII-8
RHNA FUTURE HOUSING PRODUCTION NEEDS -- 1989 TO 1994

	<u>5 Year Future Need 7/89-7/94 (Units)</u>	<u>Household Growth 7/89-7/94 (Units)</u>	<u>Total Vacancy Adj (Units)</u>	<u>Demolition Adj (Units)</u>
Revised	4354	3341	965	48
Advisory	3926	3341	536	48

Source: SCAG, Revised Regional Housing Needs Assessment (December 1988), Tables 18 and 18A.

TABLE XIII-9

HOUSING PRODUCTION NEEDS BY INCOME CATEGORY -- 1989 TO 1994

<u>Type</u>	<u>Number of Households</u>		
	<u>Revised</u>	<u>Advisory</u>	<u>Percentage Distribution</u>
Very Low	745	672	17.1%
Low	974	878	22.4%
Moderate	1,101	993	25.3%
Above Moderate	<u>1,534</u>	<u>1,383</u>	<u>35.2%</u>
Total:	4,354	3,926	100.0%

Source: SCAG, Revised Regional Housing Needs Assessment (December 1988), Tables 11 and 11A.

Note: Housing need for "Gap" period (Jan. 1988 - July 1989) = 1,049 housing units. SCAG, Revised Regional Housing Needs Assessment (December 1988), Tables 21 and 21A.

Of the 3,926 housing units identified by SCAG as needed during the five-year time span of 1989 to 1994, 2,376 units (60.5%) are needed for moderate and above-moderate income households. The balance of 1,550 housing units (39.5%) may be considered non-market since they include the very low and low-income households need that typically require public subsidies for housing. (See Table XIII-9.)

1. Housing Market Demand

The level of market rate need could be satisfied by construction of 500 to 600 units per year, the rate which has occurred in the mid to late 1980s. (Table XIII-10.) Substantial financial subsidies or local incentives such as density bonuses are necessary to meet a portion of the need for non-market rate housing.

TABLE XIII-10
POPULATION AND HOUSING -- 1980-1990

<u>Year</u>	<u>Population</u>	<u>Housing Units</u>
1980	108,195	35,087
1981	110,933	36,002
1982	113,529	36,540
1983	119,915	37,698
1984	120,729	37,902
1985	121,871	38,448
1986	123,159	38,906
1987	124,170	39,251
1988	126,097	39,929
1989	128,038	40,264
1990	129,908	40,790

Source: Department of Finance

As stated above, substantial financial subsidies or local incentives such as density bonuses are necessary for purposes of addressing non-market rate housing needs. The 1988 RHNA projections indicate a need for 672 housing units for very low income households. In combination with financial and/or density incentives, this need can be partly accommodated by the planned development of apartments and mobile homes. The low income housing need is 878 housing units and could be met by medium and medium/high density construction. Planned low and medium density developments can easily meet the projected market rate need.

2. Employment Opportunities

Also as part of the Growth Management Element, projections of job generation for the period 1989-1995 have been made. Over this period an estimated 15,216 jobs are expected to be created from approved land uses, resulting in an improved local jobs/housing picture. Therefore, sufficient job opportunities should be available for the increased population (about 13,591) represented by the additional housing construction.

TABLE XIII-11
EXPECTED HOUSING CONSTRUCTION -- 1989-1995

Infill Development	1,085
Specific Plan Build-Out ^{1/}	1,100
Major Study Areas ^{2/}	2,100
Mobile Home Loss ^{3/}	<u>(385)</u>
Total	3,900

<u>1/</u>	Mandalay Bay Phase IV	400
	Northwest Community	<u>700</u>
	Total	1,100

2/ Study Areas 2, 4, 6, 9 & 14 (infill and 75% buildout of Phase I).

3/ An adjustment is necessary to account for mobile home inventory relocated to other areas:

Wagon Wheel	169
Oxnard Mobile Home Lodge	135
Evergreen Park	<u>81</u>
Total	385

3. Availability of Suitable Housing Sites

Short-range projections of housing unit potential have been made to the year 1995 based on residential land use allocations and density standards contained in the Land Use Element. These future projections indicate a potential addition of about 3,900 housing units within the City, as shown in Table XIII-11. The first two categories of housing unit potential, "infill development" and "Specific Plan buildout," provide for an estimated 2,185 housing units which are "in the pipeline" or expected to be constructed during 1989-1995. Additional housing construction by 1995 is anticipated in several of the Major Study Areas which are designated Phase I in the Growth Management Element, amounting to about 2100 units.

4. Public Services Availability

Because nearly all of the development anticipated for the next five years is either infill or part of approved specific plans, public services and facilities except for police, fire, and schools, are currently available in capacities sufficient to accommodate new development of the scale projected by the 2020 General Plan and called for by SCAG. The following is a brief summary of the future service and/or utility capacities.

a. Water

Retail water service is provided by the City of Oxnard. The City receives its water supply from three sources, two of which provide local water and one which provides imported water. The two local sources include City-owned wells which pump groundwater from the Oxnard Plain Basin and the United Water Conservation District (UWCD). UWCD water is pumped from the Montalvo Basin. Imported water from the Metropolitan Water District of Southern California (MWD) is provided by the Calleguas Municipal Water District (CWD). The water from these sources is blended in order to improve the poor quality of the local groundwater. Currently, approximately 2% of the City's water comes from the City wells, 30% comes from UWCD, and 68% comes from CWD. As local groundwater resources are limited, a majority of any increased demand for water must be met by increasing imported water supplies from the CWD. As long as the MWD can obtain sufficient supplies no problems are anticipated in providing water to new development during the next five years.

The City has adopted water conservation measures, however, in an effort to reduce water consumption. Further conservation measures are under investigation at the request of MWD, including retrofitting older housing units to reduce water use. Still, a continuation of the current drought could constrain new construction of housing.

b. Sewage

Sewage trunks and mains are operated and maintained by the City of Oxnard. Wastewater from the City is treated at the Oxnard Wastewater Treatment Plant which is also operated by the City and serves the cities of Oxnard and Port Hueneme, the Naval Air Station of Point Mugu, and the U.S. Navy Construction Battalion Center in Port Hueneme. The capacity of the plant is approximately 22.6 million gallons per day (mgd) and the average flow ranges between 18 and 19 mgd. Flows through the plant tend to be higher in spring and summer due to the increase in agricultural produce processing in the area. Based on these figures, the plant has approximately 3.6 to 4.6 mgd of capacity remaining. By 1991, however, the Oxnard Wastewater Treatment Plant will be expanded to provide a capacity of 31.7 mgd -- adequate to meet the anticipated 1995 City demand of 24.31 mgd and the 1995 total service area demand of 26.31 mgd. Therefore, the plant will have adequate capacity to serve the housing projected for Oxnard.

c. Natural Gas

The City of Oxnard is within the service area of the Southern California Gas Company. The company anticipates no problems in servicing new development in its service area provided that adequate lead time is given to extend the necessary infrastructure.

d. Electricity

The City of Oxnard is within the service area of the Southern California Edison Company. The company anticipates no problems in servicing new development in its service area provided that adequate lead time is given to extend the necessary infrastructure.

e. Telephone

Telephone service is provided by General Telephone Company (GTE). GTE anticipates no problems in servicing new development in its service area provided that adequate lead time is given to extend the necessary infrastructure.

f. Police

Police service is provided by the City of Oxnard. Projected new development will require an increase in police personnel and service vehicles. Existing staff levels are below the average for cities of equal size in California on a per-capita basis. Inadequate service could pose an indirect constraint to housing production if reduced levels of service affect demand for area housing. The Public Facilities Element does provide, however, for maintaining existing service ratios.

g. Fire

Fire service is provided by the City of Oxnard. Projected new development will require additional personnel and equipment if existing service levels are to be maintained. Existing staff levels are below the average for cities of equal size in California on a per-capita basis. Again, inadequate service could pose an indirect constraint to housing production. As with police services, the Public Facilities Elements calls for maintaining existing levels of service.

h. Solid Waste Disposal

Solid waste pick-up services are provided by the City of Oxnard. Disposal sites are managed by the Ventura Regional Sanitation District. Projected new development may require the City to increase personnel and equipment in its refuse services division. Existing and planned disposal sites are projected to be adequate to service projected growth in Ventura County. The life of existing landfills in western Ventura County are on

the order of six years (1995), however, efforts are underway to open new sites, and to implement waste minimization and recycling programs.

i. Schools

The City of Oxnard is served by one high school district and four elementary school districts. All of the districts serving Oxnard are operating either near, at or over capacity. Serious overcrowding is occurring at both the elementary and high school levels.

The Public Facilities Element designates potential sites for new facilities; actual location and timing of construction is under the purview of the various school districts. The City does, however, collect school mitigation fees from new construction as provided by state law.

5. Commuting Patterns

According to studies conducted by the City of Oxnard approximately 30% of the Oxnard workforce holds jobs outside the City limits. Conversely, approximately 20-25% of the jobs in Oxnard are held by non-residents. Less than 5% of the Oxnard work force works outside Ventura County. Oxnard jobs and workers are principally shared with the cities of Ventura, Camarillo, Thousand Oaks and Santa Paula.

The Growth Management Element contains goals and policies to achieve a better local balance between jobs and housing. Based on the year 1995 projections, the Circulation Element provides a 1995 circulation system with specific improvements related to the City's 6-Year Capital Improvements Program and the current local State Transportation Improvement Program (STIP). Funding for these improvements is provided in part by the City's Circulation System Improvement Fee which will be updated following adoption of the 2020 General Plan.

6. Type and Tenure of Needed Housing

During the 1980's, housing oriented towards upper income groups provided a much needed housing type and opened an inventory of moderately priced existing housing when many Oxnard residents used their home equity to "move up". Now, while additional housing for all income groups is necessary, the most acute need is for the low, and low-moderate income categories. A strong need also exists for moderately priced new housing. Specific housing needs are as follows:

<u>Income/Type</u>	<u>D.U. Type</u>	<u>Need</u>
High	Detached	Moderate
Median	Detached	High
Median	Attached	Moderate
Low-Median	All	High
Low - Low-Lower	All	High
Farm Worker/Family	All	High
Homeless	All	High

As shown in Table XIII-11A above, about 30% of the new housing construction for 1989-1995 will be in the medium and medium-high density category. Together, these now represent around 15% of the housing stock; this will increase slightly to 16%. Single family detached housing will remain steady at 57% of total inventory. With respect to rental housing, 172 apartments and 275 new elderly residential units will be provided. Although 385 mobile homes will be removed, additional new mobile home construction will result in a net gain of 140 mobile home units.

7. Farmworker Housing Needs

Oxnard has several facilities serving male-only farmworkers, but a strong need exists for additional housing oriented toward farmworker families in order to achieve economic development goals and to provide basic shelter. Many of these families double and triple-up leading to overcrowded conditions.

C. Existing and Potential Housing Sites

Sufficient area exists to meet the City's future housing needs. The Land Use Element of the 2020 General Plan allots a total of 1,463 acres of undeveloped land for residential uses. Table XIII-12 provides a breakdown of housing and estimated population by land use category for all planned residential areas. Buildout of approved specific plans and infill development of existing vacant sites should provide about 3,379 net new housing units, the majority of these by 1995. The planned housing in the 16 Major Study Areas provides for about 9,083 housing units. These 12,462 additional units provided for by the 2020 General Plan would increase the amount of housing in the City to a total of 54,319 housing units by the year 2020, which would serve the projected population of 164,936.

Buildout of the 2020 General Plan represents an average rate of construction of about 450 units per year, comparable to the City's recent past experience (see Figure XIII-2) and quite realistic given the growing nature of the subregion as documented by SCAG.

The Project Consistency Review program described in the Growth Management Element is designated to insure that adequate infrastructure exists or will exist prior to or concurrent with all new development. Where the necessary services are not currently available, they can be provided through programs such as specific plan approvals and assessment districts.

TABLE XIII-12

HOUSING AND POPULATION POTENTIAL FOR RESIDENTIAL AREAS

<u>Major Study Areas</u> ^{1/}	<u>Housing Units</u>	<u>Population</u>
1. Rose/Gonzales Area*		
Low Density	570 dus	@ 3.2 persons/du = 1,824
Low-Medium Density	<u>600 dus</u>	@ 3.2 persons/du = <u>1,920</u>
	1,170 dus	3,744
2. Rio Lindo Area		
Low Density	245 dus	@ 3.2 persons/du = 784
Low-Medium Density	<u>295 dus</u>	@ 3.2 persons/du = <u>944</u>
	540 dus	1,728
3. Gonzales Neighborhood*		
Low Density	1,112 dus	@ 3.2 persons/du = 3,558
Low-Medium Density	<u>230 dus</u>	@ 3.2 persons/du = <u>736</u>
	1,342 dus	4,294
4. Cabrillo Neighborhood		
Low Density	400 dus	@ 3.2 persons/du = 1,280
5. Teal Club Road Area*		
Very Low Density	10 dus	@ 3.7 persons/du = 37
Low Density	125 dus	@ 3.2 persons/du = 400
Low-Medium Density	<u>156 dus</u>	@ 3.2 persons/du = <u>499</u>
	291 dus	936
6. Sea Air Nghbd. Parcels		
High Density	275 dus	@ 1.9 persons/du = 522
9. Pleasant Valley/Butler Road		
Low-Medium Density	145 dus	@ 3.2 persons/du = 464
Mobile Home 1	280 dus	@ 1.9 persons/du = 532
Mobile Home 2	600 dus	@ 2.7 persons/du = 1,620
Medium Density	<u>100 dus</u>	@ 2.7 persons/du = <u>270</u>
	1,125 dus	2,886
14. Airport South Area		
Low Density	150 dus	@ 3.2 persons/du = 480
Low-Medium Density	<u>290 dus</u>	@ 3.2 persons/du = <u>1,248</u>
	440 dus	1,408

(Continued)

TABLE XIII-12 (Cont'd)

<u>Major Study Areas (cont'd)</u>	<u>Housing Units</u>	<u>Population</u>
16. Ormond Beach Area [*] Low-Medium Density	<u>3,500 dus</u>	@ 2.7 persons/du = <u>9,450</u>
SUBTOTAL	9,083 dus	26,248
[*] Specific Plan Area ^{2/}		
<u>Specific Plan Buildout</u>		
Mandalay Bay Phase IV Low Density	831 dus	@ 3.2 persons/du = 3,072
Northwest Community Low Density	<u>700 dus</u>	@ 3.2 persons/du = <u>2,240</u>
SUBTOTAL	1,531 dus	5,312
<u>Infill Development</u>		
SUBTOTAL	2,233 dus	@ 2.9 persons/du ^{3/} = 6,387
<u>Mobile Home Loss</u>		
SUBTOTAL	(385) dus	@ 1.9 persons/du = (732)
TOTAL	12,462 dus	37,215

^{1/} There are no housing units allocated in the 2020 General Plan for Areas 7, 8, 10, 11, 12, 13 and 15.

^{2/} Specific Plan required. See Table V-6 in the Land Use Element for acreage break-down by land use categories.

^{3/} Infill at approximately same average household size as existing development.

CITY OF OXNARD

DWELLING UNIT PERMITS ISSUED BY YEAR, 1980 THROUGH 1989

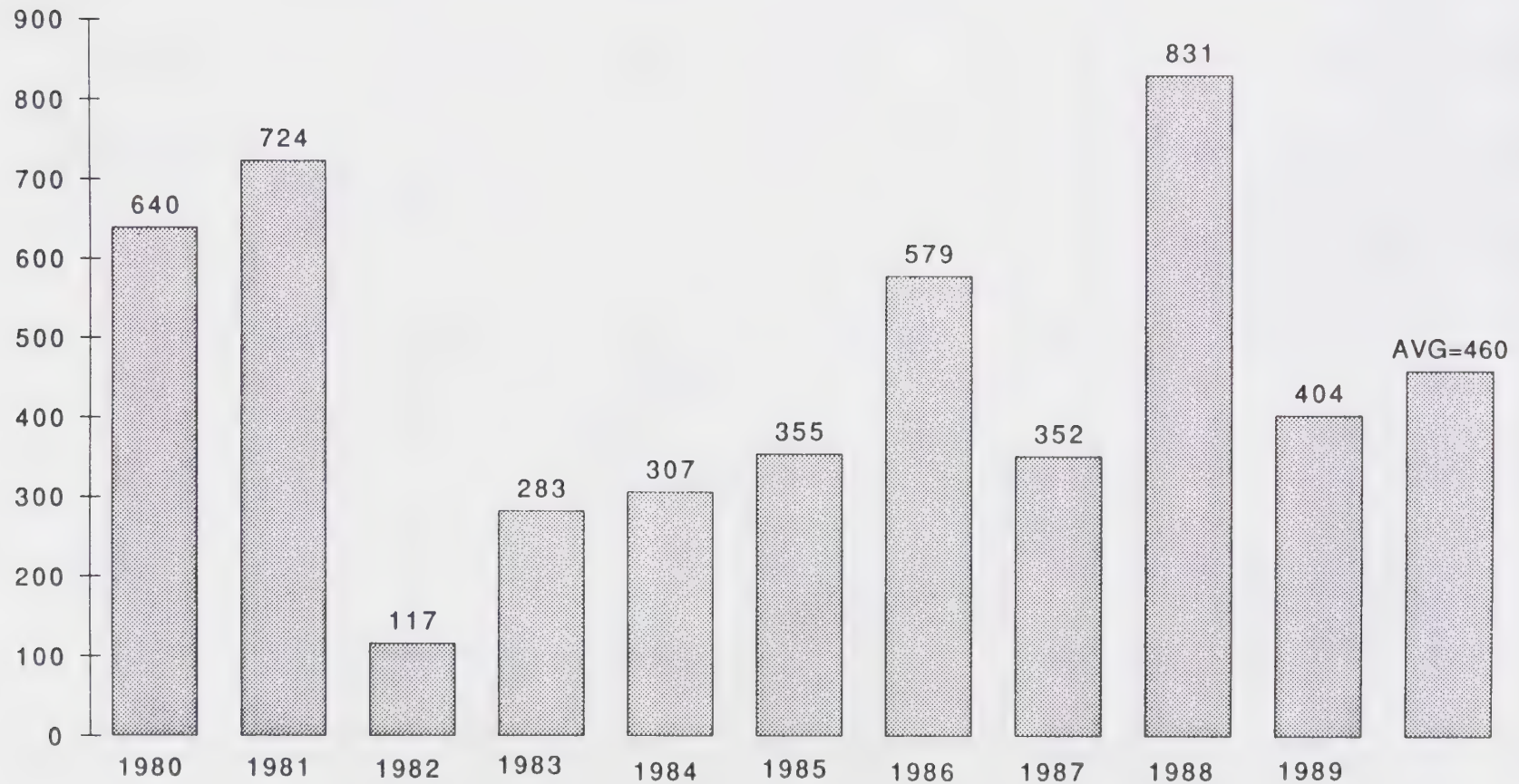


FIGURE XIII-2

D. Governmental and Non-governmental Constraints

An full assessment of housing needs also requires an analysis of the potential and actual governmental and non-governmental constraints on the maintenance, improvement, and development of housing for all income levels. This section discusses those constraints.

1. Zoning and Land Use Controls

Table XIII-13 presents residential development standards for each of the City's eight zoning districts for the following categories:

- o Permitted and conditionally permitted dwelling unit type
- o Minimum lot size
- o Maximum building coverage
- o Residential density (du/acre)
- o Minimum interior yard space
- o Maximum height
- o Required parking.

The Zoning Ordinance and Subdivision Ordinance require minimum lot sizes, density limits, and land dedication for public rights of way that serve to reduce the usable land area for housing. A change in the following standards would remove some constraints on the development of housing for all income levels and should be evaluated further:

1. Reduce the minimum residential street width from 40 feet curbway to curbway to 30 feet.
2. Allow smaller lot sizes than 6,000 sq. feet within a planned unit development.
3. Reduce the minimum lot width to 40 feet.
4. Reduce the minimum lot frontage to 40 feet.
5. Change the adopted standards for cul-de-sacs to remove the planter area in the center and reduce the minimum radius to 30 feet.

TABLE XIII-13

RESIDENTIAL DEVELOPMENT STANDARDS BY ZONING DESIGNATION

Zoning Designation	Housing Types		Minimum Lot Area/ Maximum Lot Cover	Maximum Dwelling Units Per Acre	Maximum Height	Required Parking
	Permitted	Conditional				
R-1: Single family residence	Single family detached. Residential care facilities for six persons or less. Manufactured housing	Townhouse condominiums	6,000 sq. ft. minimum lot	7.3	25'	2 enclosed spaces per unit
R-B-1: Single family beach zone	Single family detached. Residential care facilities for six persons or less.	Townhouse condominiums	4,000 sq. ft. minimum lot 60% maximum lot coverage	10.9	25'	2 enclosed spaces per unit
R-W-1: Townhouse water-oriented zone	Single family. Residential care facilities for six or persons or less	Townhouse condominiums	4,000 sq. ft. - 6,000 sq. ft. minimum lot	7.3 to 10.9	25	2 enclosed spaces per unit
R-W-2: Townhouse water-oriented	Same as above plus town-houses and attached and semi-attached dwellings		2,800 sq. ft. minimum lot	15.5	30'	2 enclosed spaces - single Multi-family 1 bedroom or efficient - one enclosed space; 2 bedroom - 2 enclosed spaces; 3 units or less can count tandem pkg; 4 units or more - pkg
R-2: Multiple family zone	Single family. Multiple family units-maximum 6 per bldg. Res. care facilities for 6 or less persons	Res. care facilities 6 to 15 persons Condominiums Residential stock cooperatives and community apartments	3,500 s.f. minimum lot	12.4	25'	Same as R-W-2
MH-PD: Mobile Home planned dev. zone	Single family mobile homes. Mobile home parks.		3,000 sq. ft. minimum lot area for each mobile 75% coverage	6.5	35'	2 spaces per mobile home pad 1 covered, plus one space per 5 mobile homes for guest parking
R-3: Garden Apt. zone	Sames as R-2 plus multiple family dwellings and and garden apartments	Same as R-2	2,500 sq. ft. per unit minimum lot	18.1	35'	Same as R-W-2
R-4: High Rise Residential Zone	Sames as R-3 plus high rise apartments		1,500 sq. ft. per unit minimum	28.0	45' 100' with CUP	Same as R-W-2

6. Reduce the minimum interior yard space to 15% for all residential zones.
7. Reduce the multiple-family dwelling unit standards which require, among other standards, a building separation equal to the height of the buildings.
8. Consider allowing carports for apartment developments.

The Zoning and Subdivision Ordinances constrain the maintenance, improvement, and development of housing by reducing the possibilities for increased income to property owners.

The City's current Zoning Ordinance prohibits housing additions in certain areas of the City and limits second dwelling units to the R-1 zone. Property owners that could add to the size of their homes, or construct second dwelling units, would have the incentive to do so if they could anticipate additional income from property rentals. These additional rents would serve as both an incentive and source of income to maintain and upgrade existing housing units, as well as expand the supply of available housing. A change in these standards would remove or lessen this constraint.

2. Building Codes

The City of Oxnard has adopted and enforces the Uniform Building Code (UBC). All building activities within the City are subject to current building code requirements which are enforced by the Building Division of the Department of Community Department. To the extent that these requirements add to the cost of construction, whether for new housing or improvements and maintenance to existing housing, the UBC constrains the maintenance, improvement, and development of housing for all income levels. Enforcement of the UBC is considered necessary, however, to maintain safe and sanitary housing in Oxnard.

3. On-Site and Off-Site Improvements

The City of Oxnard also requires pro-rata payments for off-site extension of the water, sewer and storm drain systems, and pro-rata payments for traffic signals. It requires the developer to construct all internal streets, sidewalk, curb, gutter, and affected portions of off-site arterials. The City requires landscaping along arterials and sometimes imposes special conditions for other features, including bikeways and setbacks.

New residential construction in the future will occur primarily as a result of infill development and within specific plan areas. The infill development will be located in areas which already have adequate infrastructure. Prior to development, adequate public services and facilities will be required to be provided in the specific plan areas.

Whether financed through property taxes or by requiring developers to construct infrastructure and/or pay pro-rata shares toward other infrastructure costs, the provision of public services and utility systems increases the cost of housing for all income groups. While these increased costs constrain the maintenance, improvement, and development of housing, they are considered necessary to maintain the quality of life desired by the City's residents. It should be noted that the City has several redevelopment projects which could assist in supplying needed infrastructure improvements. In addition, the new commercial/industrial development permitted by the Land Use Element should increase the City's revenue base.

4. Processing and Permit Procedures

Project processing is the responsibility of the Department of Community Development. Other departments are involved in the permitting process through the City's Staff Advisory Committee (SAC). This committee includes representatives from the City's Public Works, Parks and Recreation, Police and Fire Departments, and the City Attorney's office. This committee reviews all development applications and suggests conditions of

approval and/or modifications to a project. Overall processing time varies depending on the conformance of a given project with the general plan, zoning ordinance, and subdivision regulations.

Figure XIII-3 contains a flow chart of the City's permitting process. As shown, the major steps involved include preliminary project review and planner assignment, design committee review, environmental review, reviewing the application for completeness, review of the project by the SAC, preparation of a staff report, approval by the Planning Commission and City Council, and approval of construction documents. As shown in **Figure XIII-3**, an applicant may make a "pre-application" of the preliminary development proposal for review by the SAC in order to assure that the final development proposal is in conformance with City requirements, thereby minimizing processing time.

Table XIII-14 contains typical processing times for various permit and approval procedures. The actions are listed from top to bottom according to the frequency that they are required. A zoning variance or approval of a special use or planned development permit are the most frequently needed actions. Parcel and tentative tract maps are usually required for any development proposal that includes more than one parcel of land, while a zone change or general plan amendment is typically needed by only a few projects. As shown in **Table XIII-14**, the processing time increases with the complexity of the action. A typical zoning variance takes approximately 3-1/2 months to make its way through the review process while a zone change or tentative tract map requires seven to eight months.

No general plan amendments were processed during the time period in which the City monitored processing times, and for this reason no estimate of a typical processing time appears in **Table XIII-14**. General plan amendments generally require the longest time to process, however, usually between six months to two years. Some reduction in processing time is anticipated as a result of the City's new permit streamlining program.

PERMIT PROCESSING FLOW CHART

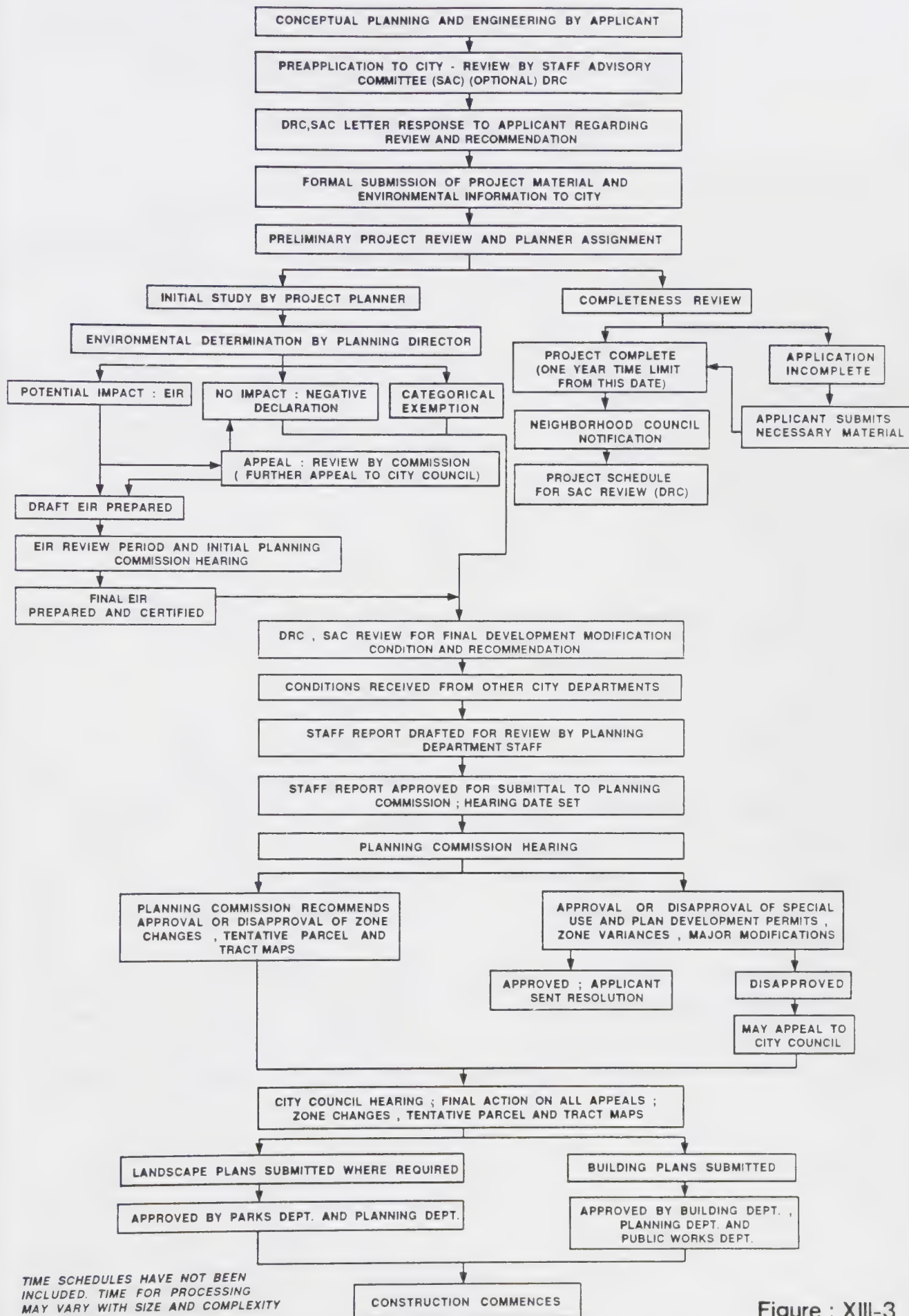


Figure : XIII-3

TABLE XIII-14
TYPICAL PROCESSING TIMES

<u>Action</u>	<u>Range of Processing Times (in months)</u>	<u>Average Time To Process (in months)</u>
Zone Variance	0.5 to 6.6	3.7
Special Use Permit	1.6 to 8.0	5.6
Planned Development Permit	2.4 to 9.0	4.7
Parcel Maps	1.4 to 10.0	6.0
Tentative Tract Maps	5.3 to 11.0	8.0
Zone Change	4.9 to 10.7	7.0

Source: Department of Community Development, September 1988.

A complicating factor in the permitting process is the need for environmental review. Large, complex or controversial projects typically require the preparation of an environmental impact report (EIR). Depending on the scope of issues addressed, preparation and certification of an EIR can require up to one year, thereby lengthening processing of a project. (Section 15108 of the California Environmental Quality Act (CEQA) sets a one year time limit for completing and certifying an EIR.) The requirement for governmental review adds to the length of time required for construction to occur. The length of time for governmental review can add to the cost of financing and construction and thus serves as a constraint to the maintenance, improvement, and development of housing.

TABLE XIII-15
PLANNING PERMIT FEE SCHEDULE

Parcel Maps:	Tentative	\$ 940.00
	Final	620.00
Tract Maps:	Tentative	1,405.00
	Final	620.00
Lot Line Adjustment		505.00
Temporary Use Permit		21.00
Planned Development Permit		21.00
Zone Variance:	Multi-Family	510.00
	Single Family	<hr/>
Zone Change		2,075.00
General Plan Amendment		3,145.00
Environmental Review Fees:		
	Negative Declaration	3,500.00
	Mitigated Environmental	350.00
	Environmental Impact Reports	Costs determined by scope of project.

5. Planning/Building Permit and Construction Fees

Fees charged in relation to development applications influence the cost of housing as they tend to be passed on to the consumer by the developer. Application and approvals required for a specific housing project will vary. **Table XIII-15** lists the fees charged by the City of Oxnard for required processing steps.

In addition to processing fees, every development is required to pay infrastructure and construction related fees at the time a tract map is recorded

or building permits are issued. A summary of the construction related fees charged or collected by the City is provided below.

- o Sewer Connection Fees -- The sewer connection fee is assessed on new development and is based on the full estimated costs of improving the Oxnard Wastewater Treatment Plant and conveyance system (sewerage) to provide a level of service adequate to meet anticipated growth. The fee has two major components; a portion is dedicated to the treatment plant and a portion is dedicated to the conveyance system. The portion of the fee dedicated for the treatment plant will be utilized for the capital cost of expanding the treatment plant and for retiring the revenue bonds necessary for the construction phase of the treatment plant expansion. The portion of the fee dedicated to the conveyance system will be utilized for the capital costs associated with expanding the sewerage system and also represents a "buy-in" cost to the existing conveyance and treatment system. All improvements anticipated in the capital costs are based on the City's Sewer Master Plan.
- o Water Connection Fees -- The water connection fee is based on the full estimated costs of expanding the water system to meet the demands associated with anticipated growth. The fee has two major components: (1) a "buy-in" feature by which new development pays its share of the existing system at the time and (2) a capital development portion dedicated to the provision of new facilities to meet the needs associated with anticipated growth. All improvements anticipated in the capital cost portion are based on the City's Water Master Plan.
- o Storm Drain Fee -- The City charges a storm drain fee based on a formula tied to the amount of impervious surfaces (roofs and paved areas) in a project. The fee charged averages \$8,462/acre for single family and \$11,636/acre for multiple family development. The revenues from this fee are utilized, for the most part, for maintenance of drainage facilities.
- o Flood Control Fees -- The City collects fees to be used for the construction and upgrading of flood control projects per an agreement with Ventura County. The fee collected is \$2,024 per acre.
- o Building Permit Fee -- The building permit fee is based on the building valuation data contained within the current issue of *Building Standards*, a bi-monthly publication of the International Conference of Building Officials. The unit costs include architectural, structural, electrical, plumbing and mechanical work.

- o Plan Check Fee -- The plan check fee is equivalent to 65% of the building permit fee.
- o Seismic Tax -- The state Public Resources Code requires all cities and counties to collect a fee of 0.0007% of the total valuation of the proposed building for the strong motion instrumentation program (SMIP).
- o Growth Development Fee -- Enacted in 1981, this fee is intended to provide for the City's future general purpose capital needs. The fee is based on the anticipated future cost of new facilities and street pave-out requirements attributable to the increase in the City's population between 1981 and 2000. The fee for residential development is \$0.73 per square foot of structure.
- o Park Fees -- The City collects two separate fees; the Quimby/Park Development fee and the Park Improvement Tax. The Quimby/Park Development Fee requires the dedication of land or the payment of fees-in-lieu of land dedication based on a standard of two and one-half acres per 1,000 people. The enacting ordinance contains a formula based on a density factor (units per acre) and the number of persons per dwelling unit used in the calculation of these fees.

The Park Improvement Tax is collected solely for the purpose of acquisition, development, and improvement of City park and recreational facilities. The amount of the fee per unit is based on the number of bedrooms, as follows:

Studio and one bedroom	\$150.00
Two bedroom	200.00
Three or more bedrooms	250.00.

- o School Fees -- These fees are collected by the City for the benefit of the school districts. The fees are \$1.50/sq. ft. for residential development and \$0.25/sq. ft. for commercial and industrial development.

Table XIII-16 summarizes the total construction fees and other required for a typical 2,500 square foot house. As shown, these fees add up to approximately \$21,000 for this type of unit. These fees increase the cost of housing and, therefore, serve as a constraint to the development of housing. The fees are necessary, however, to ensure the provision of adequate public facilities and services for new development.

TABLE XIII-16

TYPICAL FEES -- 2500 SQUARE FEET 3 BEDROOM HOUSE PLUS GARAGE
(\$300,000 VALUATION)

Public Works

1.	Sewer Connection Fee	\$3,211.00
2.	Water Connection Fee	854.00
3.	Storm Drain Fee	1,880.00
4.	Encroachment Permit and Inspection Fee	140.00
5.	Traffic Impact Fee	2,421.24
6.	Plan Check	<u>52.00</u>
	SUBTOTAL	8,558.24

Building Services

1.	Building Permit	1,339.50
2.	Plan Check Fee (65% of Building Permit Fee)	870.68
3.	Seismic Tax	21.00
4.	Growth Development Fee	2,340.00
5.	Park Improvement Fee	250.00
6.	Flood Control Fee	<u>449.00</u>
	SUBTOTAL	5,270.18

Other Fees

1.	School Fees (Elementary/High School)	3,750.00
2.	Calleguas Municipal Water District	940.00
3.	Quimby Fee	<u>3,300.00</u>
	SUBTOTAL	<u>8,020.00</u>
	TOTAL	\$21,848.42

Source: Department of Community Development, September 1989.

Note: These fees are estimates only. Table assumes 2,500 square foot home with 3-car garage in a 250 unit subdivision. Sales price approximately \$300,000. Does not include planning permit, subdivision processing or plan check fees. The school fee and Calleguas Municipal Water District fee are paid to agencies outside the City of Oxnard.

6. Other Governmental Factors

Additional factors which affect the housing supply in Oxnard and other cities in Ventura County include the 208 Areawide Water Quality Management Plan and the Air Quality Management Plan (AQMP). The Ventura County Board of Supervisors adopted the "208" Plan in 1980 and the AQMP in 1982.

The "208" Plan establishes population estimates and growth calculations for Ventura County to comply with the federal Water Pollution Control Act Amendments of 1977 (Section 208 of Public Law 92-500). This acts as a constraint because the sewage system has been designed to serve the population estimated for the "208" Plan.

The primary objective of the County's 1982 AQMP is to demonstrate Reasonable Further Progress (RFP) toward attainment of National Ambient Air Quality Standards (NAAQS) for ozone and total suspended particulates (TSP). These standards are frequently exceeded in Ventura County. State standards for sulfates, nitrogen dioxide, and lead have been infrequently exceeded in Ventura County. The AQMP establishes population projections for each city and the unincorporated portions of Ventura County. These population projections in turn translate into numbers of dwelling units which can be constructed in conformance with the AQMP.

Additional governmental constraints include the Guidelines For Orderly Development, the Greenbelt Agreement, and the Sphere of Influence line. The Guidelines for Orderly Development are a set of policies between the County of Ventura and the cities that state urban development shall be located within city limits. These Guidelines constrain the development of housing because the amount of available land area for housing is reduced within the region.

The Greenbelt Agreement is a joint resolution adopted by the County of Ventura and the cities of Oxnard and Camarillo. It states that land between the two cities will remain in open space. The Sphere of Influence

is a boundary agreed upon by the City of Oxnard and the Local Agency Formation Commission to limit the ultimate boundaries of the City. Taken together, the Greenbelt Agreement, Guidelines For Orderly Development, and Sphere of Influence line constrain the land area available for housing development.

7. Financing, Land and Construction Costs

According to the Building Industry Association of Southern California, land costs account for 23.5% of the purchase price of a small, single-family home in the Santa Barbara-Ventura Counties region. Raw land costs account for 9.5% while improvements contribute another 14% to the cost of the single-family home. The basic construction cost of materials and labor account for 42.5% of the purchase price. The related expense for construction financing is about 12%. Profit is estimated at 20% to 25% of the sales price.

All of the foregoing costs, of course, vary depending on location, housing type, density, lot size, housing size, and amenities. **Table XIII-17** provides a summary of the sales prices of new housing in Oxnard between 1986 and 1989.

The analysis of the availability of financing needs to consider whether financing is generally available, and whether there are under-served areas or income groups in the community for new construction or rehabilitation loans. This information assists the community to select and implement responsive housing programs such as mortgage revenue bonding, a mortgage credit certificate program, and targeted low-interest rehabilitation loans.

Information on the following was obtained from area lending institutions under the Home Mortgage Disclosure Act (HMDA) and the Community Reinvestment Act (CRA):

- o Loans on 1 to 4 family dwellings and 5+ unit dwellings
- o Home purchase loans (HFA, FMHA and VA and conventional)
- o Home Improvement Loans
- o Number of Loans
- o Principal Amount
- o Census Tract Location.

Data at the tract level will be periodically reviewed to assist the City in shaping the City's actions for targeting of mortgage assistance and rehabilitation loans.

In the past few months the cost of financing has been gradually increasing. A survey of 13 lending institutions revealed that 30-year, conforming loans had annual percentage rates around 10.765% with points ranging between 1.25% to 2%. The conforming loans adhere to national guidelines established by the Federal National Mortgage Association ("Fanny Mae") and Federal Home Loan Mortgage Corporation ("Freddie Mac"), which purchase the loans on the secondary market. Jumbo loans are those above the maximum conforming loans and reflect each lender's own guidelines. The annual percentage rate (APR) on jumbo loans ranged from 11.039% to 11.548%. The points ranged from 1.5% to 2% for the 13 institutions included in the survey.

8. Other Constraints

In addition to the land use controls discussed previously, other governmental constraints may be found in the form of conditions on land use permits which restrain or prohibit homeowners from improving their property or expanding their homes. Such examples exist in the Colonia, Rose Park and Lemonwood neighborhoods. The City should consider modifications to the permits in these areas to allow reasonable additions that are comparable to other single family areas of similar density, such as the Coastal Zone. By allowing additions to existing homes the City would also help alleviate overcrowding.

TABLE XIII-17
SUMMARY OF SALES PRICE DISTRIBUTION

	<u>ATTACHED</u>		<u>DETACHED</u>	
	<u>Number Sold</u>	<u>Average Sales Price</u>	<u>Number Sold</u>	<u>Average Sales Price</u>
1st Quarter 1989	0	--	138	\$355,122
4th Quarter 1988	36	\$153,233	40	371,824
3rd Quarter 1988	22	169,600	144	321,071
2nd Quarter 1988	65	245,750	101	267,335
1st Quarter 1988	15	258,593	63	225,211
4th Quarter 1987	21	249,220	22	226,229
3rd Quarter 1987	63	246,440	82	220,565
2nd Quarter 1987	47	141,830	66	200,014
1st Quarter 1987	43	174,486	47	239,236
4th Quarter 1986	27	136,814	37	164,634
3rd Quarter 1986	57	146,648	43	220,052
2nd Quarter 1986	136	171,159	102	203,957
1st Quarter 1986	52	148,696	29	175,551

E. Energy Conservation in Residential Developments

The City of Oxnard enforces the energy conservation provisions of the Uniform Building Code and the State Administrative Code. Together, these provisions require insulation and other construction techniques which reduce energy consumption and energy related costs to residential customers. While these requirements add incrementally to the cost of dwelling unit construction costs, they are typically recouped within several years. The City has design standards which encourage energy consciousness in the design of new subdivisions and housing developments. Several of the areas proposed for new residential development are located in close proximity to employment centers such as the Financial Plaza and Northeast Industrial Area. Such proximity will reduce vehicle miles travelled resulting in further energy conservation. The City should consider a mandatory program to retrofit older homes at resale with energy conserving features to increase energy efficiency and reduce energy costs to households.

F. Housing in the Coastal Zone

Residential construction activity within the incorporated area of the Coastal Zone between 1985 and 1989 occurred principally with the development of the Colony at Mandalay Beach project (425 units) and infill lots at Oxnard Shores and the Mandalay Bay areas (approximately 300 units). In addition to these projects the Harbors West Project (22 units) was completed and the Harbor Island Project began development (132 units). The Oxnard Shores and Mandalay Bay areas involve primarily detached units, although some attached units were developed in both areas. The Harbors West, Harbor Island, and Colony Projects are condominium projects. Only one unit was demolished in the Coastal Zone area.

G. Housing Discrimination

Through its participation in the Housing and Community Development Act, the City has provided assurances that it will comply with specific equal

housing opportunity statutes and executive orders of the United States as follows:

- o Title VI of the Civil Rights Act of 1964 (P.L. 88-352) -- Title VI and the regulations issued pursuant thereto (24 C.F.R. Part I), provide that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity for which the applicant receives Federal financial assistance. The City will immediately take any measures necessary to effectuate this assurance. If any real property or structure thereon is provided or improved with the aid of Federal financial assistance extended to the applicant, this assurance shall obligate the applicant, or in the case of any transfer of such property, any transferee, for the period during which the real property or structure is used for a purpose for which the Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits.
- o Title VIII of the Civil Rights Act of 1968 (P.L. 90-284) -- The City will administer all programs and activities relating to housing and community development in a manner to affirmatively further fair housing; and will take action to affirmatively further fair housing in the sale or rental of housing, the financing of housing, and the provision of brokerage services within the applicant's jurisdiction.
- o Section 109 of the Housing and Community Development Act of 1974 -- Section 109 and the regulations issued pursuant thereto (24 C.F.R. § 570604), provide that no person in the United States shall, on the grounds of race, color, national origin or sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity funded in whole or in part with Title I funds.
- o Fair Housing Act of 1988 -- The Act prohibits discrimination against families with children and against persons with handicaps.
- o Executive Order 11063 -- The Order deals with equal opportunity in housing and non-discrimination in the sale or rental of housing built with Federal assistance.

In addition, the policies and guidelines of the City's housing rehabilitation programs provide that program participants may be subject, where

applicable, to compliance with all HUD requirements with respect to Title VI of Civil Rights Act of 1964, as amended, which prohibits discrimination upon "the basis of race, color, creed, sex or national origin, in sale, lease, rental use or occupancy of the subject property."

A brief summary of State laws relating to open or fair housing is given below:

- o Rumford Fair Housing Act -- The Act prohibits discrimination on the basis of race, color, religion, gender, marital status, national origin or ancestry in the rental, lease, sale or financing of any residential dwelling, except for an individual room in an owner's house.
- o Unruh Civil Rights Act -- The Act prohibits discrimination on the basis of a person's race, color, sex, national origin, religion, or ancestry in the provision of goods and services by all business entities. A business entity includes landlords, real estate brokers acting as agents in the sale of real property and financial institutions. The court may award actual damages to a prevailing complainant in addition to punitive damage of up to three times the amount of actual damages, but not less than \$250 plus attorney's fees.
- o State Real Estate Commissioner -- The Commissioner may suspend or revoke the license of any real estate licensee who induces the sale or lease of residential property on the grounds that the prospective entry into the neighborhood of a person of another race or religion will decrease property values, increase crime, or cause a decline in the quality of the schools. The Real Estate Commissioner has issued regulations expanding upon this law and upon the Unruh Civil Rights Act, which prohibits improper discrimination in the activities of real estate licensees.
- o Fair Employment Practices Commission (FEPC) -- The FEPC is empowered to receive complaints of housing discrimination and to take any action necessary to relieve the discrimination, including ordering the sale or rental of the housing of or comparable housing, ordering financial assistance, or awarding payment to the complainant of actual damages and of punitive damages up to \$1,000. A complaint setting forth the pertinent facts must be filed within 60 days of the alleged discrimination.

Since state and federal law uniformly outlaw most kinds of housing discrimination, local governments' role is to identify strategies which will

support and implement these laws. Such strategies may include consultation with fair housing and counseling organizations in the community to document the incidence of housing discrimination and the availability of services to address the problem. If these services are not available or are inadequate, the locality can request technical assistance from the district office of the Department of Fair Employment and Housing to develop specific local government actions to promote fair housing opportunity.

The local program may involve the dissemination of information on fair housing laws, and the referrals to the district office of the Department of Fair Employment and Housing, and more direct program action including the use of Community Development Block Grant funds to support fair housing and counseling services. Also, the locality may wish to create a fair housing council which can investigate and resolve discriminatory complaints.

The City implements an Affirmative Fair Housing Program which is designated to meet the following objectives:

- o Education of the public and the housing industry as to their rights and responsibilities under fair housing laws
- o Recognition and documentation of discriminatory practices
- o Assisting victims of discrimination in seeking legal recourse through appropriate referral
- o Expansion of housing opportunities for minorities
- o Reducing the level of discrimination within the community.

The program includes the following range of activities:

- o Information and education services for the general public
- o Direct consumer services
- o Services to the housing industry
- o Administrative and advocacy services.

FINDINGS

1. There are an estimated 7,000 housing units in substandard condition of which 85% are suitable for rehabilitation.
2. There are an estimated 7,600 lower-income households who are spending more than 30% of their gross income on housing.
3. There is a need for 3,926 new housing units during the next five years, according to the Southern California Association of Governments.
4. Existing assisted housing (2,509 units) is an important and continuing resource to meet the housing needs of Oxnard's lower income population.
5. New housing production will be needed in the future to accommodate the market demand for housing, employment opportunities and population growth.
6. Market-rate housing need (about 2,400 dwellings) as projected by the Southern California Association of Governments for the 1989-1994 period is generally consistent with the development trends of the late 1980s.
7. There is sufficient development potential within the next five years to meet the total housing production need projected by SCAG, however, several cost-reduction strategies will be necessary to address the new housing needs of the very low- and low-income population.
8. Constraints to housing improvement and rehabilitation include the following:
 - a. Effects of aging and of inadequate original construction (which makes physical/structural improvements infeasible);
 - b. Repair costs in relationship to the income of occupants;
 - c. Absentee ownership of some single-family rental stock and the apartment supply;
 - d. Financing availability (i.e., loan amounts, terms and interest rates) in the private sector and from State and Federal housing programs;
 - e. The existence of incompatible non-residential land uses adjacent to residential uses;

- f. Inadequate infrastructure; and
 - g. Restrictive City code and permit regulations which inhibit home additions and second units.
9. Section 8 Federal Housing Assistance subsidies for lower income households are limited and much less than total community need.
 10. Adequate shelter and housing for homeless persons and families will require comprehensive and county-wide strategies.
 11. The high cost of new housing in Oxnard and throughout Ventura County will impede the homeownership aspirations of first-time buyers.
 12. Infrastructure capacity is adequate to enable new development of the scale projected by SCAG between 1989 and 1994; however, improvements will be needed in the long-range through the year 2020.
 13. The high housing demand in the resale market will encourage the continued maintenance of the existing stock.
 14. Several state funding resources recently were approved and may be available to the City in the future.

DEVELOPMENT POLICIES

A. Goals

Housing Stock Improvement

1. A housing supply of adequate physical condition in all residential neighborhoods.

Housing Assistance & Special Needs

2. Housing costs within the ability-to-pay of all economic segments.
3. Sufficient housing to satisfy the needs of the households with special housing needs (such as the homeless, farm-worker households, handicapped, large families and elderly).

Housing Production

4. A variety of housing types throughout the City, which meet the needs of all economic segments.
5. Address the housing needs for all income groups of Oxnard residents in the five-year housing production objectives.

Energy Conservation

6. Energy efficient housing units.

Equal Housing Opportunity

7. Adequate housing opportunities for all persons regardless of race, color, religion, sex, marital status, age, handicapped condition, ancestry, national origin, sexual orientation, or family size or type.

B. Objectives

Housing Stock Improvement

1. Inspect 1,800 housing units which may have hazardous conditions during the next five years.
2. Rehabilitate 170 owner-occupied and 130 renter-occupied housing units during the next five years.
3. Repair 60 mobile home units during the next five years.
4. Replace 50 dilapidated housing units in the next five years with an equal number of new housing units.
5. Conserve 2,569 existing assisted housing units which include public housing, Section 8 assisted housing units, and three federally assisted privately owned developments.
6. Conserve the existing supply of both affordable and handicapped-accessible housing that is located in apartment developments and mobile homes parks.
7. Improve the physical condition of existing housing through the maintenance of sound housing, rehabilitation of substandard housing, and replacement of unsafe, unsanitary or dilapidated housing.

8. Replace all permanently removed housing on a one-for-one basis.

Housing Assistance & Special Needs

9. Provide housing assistance to an additional 500 lower income households in existing housing in the next five years.
10. Increase the type and number of employment opportunities which contribute to income gains for Oxnard residents.
11. Increase the opportunities for home ownership, particularly in predominantly single-family neighborhoods.
12. Increase services available to the homeless.

Housing Production

13. Plan and facilitate the production of a maximum of 3900 housing units during the period July 1989 - July 1994. The City in its Five-Year Development Plan shall evaluate the ability to provide infrastructure and services for new residential development and may modify these housing production objectives, accordingly. The following special needs housing production objectives are based on the first five-year maximum number of dwelling units permitted by the Growth Management Element. The actual numbers may be reduced by the Five-Year Development Plan if the total number of dwelling units permitted is less than 3,125. The number of units may be raised if the City does not revise its overall housing production objectives.
 - a. 500 total new housing units for senior citizens including very low, low and moderate income units within the categories below;
 - b. 425 very low income dwelling units including senior, farmworker (200 units), mobile home and multi-family housing;
 - c. 425 low income housing units including senior, farmworker (125 units), mobile home, and single-family dwellings;
 - d. 600 moderate income housing units for ownership and rental including senior, multi-family, mobile home, and single-family dwellings;

- e. Centralized facilities for 250 units of transitional housing for homeless households (not counted as permanent housing).

One percent of all new housing units shall be made available for households with one or more persons with disabilities. Housing for the above identified special needs groups may be provided through new housing projects specifically for that purpose, by inclusionary components of market rate developments, or a combination of both.

- 14. Provide centralized emergency shelter and social services to homeless families with children.
- 15. Relieve overcrowding in low-income households with children.
- 16. Maintain a mobile home housing stock of 7% of the City's overall housing stock.

Energy Conservation

- 17. Increase incentives for energy conservation in existing and new housing units.

Equal Housing Opportunity

- 18. An end to discrimination in the sale, lease or rental of housing.

C. Policies

Housing Stock Improvement

- 1. The City shall continue to promote participation in housing rehabilitation programs and provide financial assistance for housing rehabilitation.
- 2. The City shall take an expanded role in ensuring that mobile home structures are providing decent, safe and sanitary shelter pursuant to State law.
- 3. The City shall evaluate alternative ways to implement the housing quality standards of the Uniform Housing Code for purposes of supplementing the "complaint basis" enforcement approach.

4. The City shall continue housing code enforcement on a city-wide basis to correct substandard housing problems.
5. The City shall create a neighborhood approach to implementing the City's housing rehabilitation programs by establishing priority neighborhood areas to guide conservation and rehabilitation efforts.
6. The City shall establish an effective program of marketing and promotion for the City's housing improvement programs.
7. The City shall require severely deteriorating housing (which can not feasibly be rehabilitated) to be replaced on a one-for-one basis with new affordable housing to meet the need for low and moderate cost housing.
8. The City shall encourage neighborhood identity by requiring neighborhood-oriented facilities such as parks, schools, convenience shopping, and bicycle and pedestrian paths.
9. The City shall continue to subsidize existing low income and publicly owned housing (unless tenant ownership of this housing becomes economically feasible in the future). The City shall complete an additional needs analysis and develop programs to address the potential conversion of assisted housing developments in Oxnard to non-low-income housing uses as the assisted housing agreements expire by January 1, 1992.
10. The City shall continue to implement Coastal Zone housing policies which include the following:
 - a. To protect existing affordable housing in the Coastal Zone;
 - b. Existing housing within the low to moderate income price range, either rental or owner-occupied, shall not be demolished unless it is a health and safety hazard and cannot be rehabilitated, or unless an equal or greater number of housing units for people of low to moderate income are built within the Coastal Zone to replace demolished units; and
 - c. Existing mobile home parks shall not be demolished or converted to another use, including purchase mobile home lots, unless an equal or greater number of comparably priced housing units are built in the Coastal Zone to replace the demolished or converted units.
11. The City shall adopt measures to require the retrofit of housing at resale for water and energy conservation to

reduce utility costs, upgrade the quality of the housing supply, and increase the capacity of the infrastructure serving the housing supply.

Housing Assistance and Special Needs

12. The City with the cooperation of the Oxnard Community Redevelopment Agency shall use tax increment set-aside money for low/moderate cost housing.
13. The City shall establish a homeowners bond financing program to assist in write-down loans and down payments for low/moderate-income persons.
14. The City shall establish a program for ensuring retention of projects approved as low/moderate-income housing.
15. The City shall promote federal housing subsidies for lower income households through the City Housing Authority Section 8 Rental Assistance Program.
16. The City shall pursue appropriate financial programs and incentives directed toward low and moderate income households.
17. The City shall promote federal financing programs for housing within all areas of the City in order to provide a more balanced housing market.
18. Low and moderate and subsidized housing should be distributed throughout the City in order to provide low and moderate income and minority families with choices in housing location.
19. The City shall strive to insure that the size of subsidized housing developments are economically viable yet small enough to be well-integrated into the community and not overly concentrated in any one area.
20. The City shall encourage the dispersal of new affordable housing for lower income households throughout the City to avoid an over-concentration in any one area.
21. The City shall continue to impose criteria by which each potential condominium, stock cooperative or community apartment conversion shall be evaluated prior to permitting the conversion.
22. The City shall strive to provide housing for the elderly which is convenient to adequate public services such as

transportation, commercial, recreation, cultural, and health facilities.

23. The City shall support the development of new permanent housing for farmworker households.
24. The City shall promote a collaborative partnership composed of the public, private and community sectors in order to maximize the use of limited land, capital, labor, and material in expanding housing opportunities for all economic segments and special needs groups.
25. The City shall establish incentives to encourage apartment, manufactured housing and mobile home development.
26. The City shall encourage the development of new housing in the "moderate-middle" income ranges to allow more movement in the market. (This policy, as implemented, will allow lower cost housing occupied by higher income households to filter down to less affluent persons and families.)
27. The City shall amend the MH-PD zoning category to permit lot ownership in Mobile Home Planned Unit Development (PUD) parks.
28. The City shall consider an anti-speculation policy for residential projects when housing is proposed to be constructed for low/moderate-income persons.
29. The City shall establish a first-time homebuyer program which would provide below-market financing for resale residential units. Funding for the program would be obtained through the issuance of mortgage revenue bonds, which would be administered through local financial institutions.
30. The City shall encourage the creation of a non-profit corporation to develop extended-care facilities for senior citizens not able to maintain independent living. In addition, such a corporation could be utilized to develop in-fill housing and other affordable housing projects.
31. The City shall support additional funding for housing, subject to voter approval, through Article 34 of the California Constitution.
32. The City shall establish a program to provide preference to Oxnard residents and workers for future low/moderate-income housing opportunities.
33. The City shall assist in meeting the needs of homeless persons and families through coordination with the County and other service providers.

34. The City shall support the establishment of homeless facilities in all communities in the County. The preferred type of facility in Oxnard is a central shelter capable of providing a wide range of services to needy persons. Consideration should be given to including a shelter as a component of an "under-one-roof" concept which includes other social service delivery organizations.
35. Homeless shelters should be considered as conditional uses in R-3, R-4, C-0, C-2, CBD, C-M and M-L zones.
36. The City shall give priority to projects for transitional housing for homeless families with children.
37. The City shall encourage the centralization of social services with emergency shelter and transitional housing for homeless households.
38. The City shall give priority to the relief of overcrowding in low income households with children.
39. The City shall establish within every City building open to the public an information center for services available to homeless households.
40. The City shall commit to working with non-profit corporations to explore the use of programs such as housing trust funds, State density bonus programs, and application of planned residential group development standards to initiate development of farm worker and/or other special needs housing on both a short term and long term basis.
41. The City shall work with the County of Ventura and City of Camarillo to evaluate modifying the Greenbelt Agreement and, if necessary, the County Zoning Ordinance to permit farmworker housing as ancillary uses in areas outside the city limits designated for agricultural use.

Housing Production

42. The City shall encourage government-sponsored funding for various housing types and support housing sponsored by non-profit organizations.
43. The City shall evaluate new development or construction methods and technology related to housing in order to increase the supply of housing for all segments of the community.

44. The City shall encourage the development of middle and upper-income apartments in the City during the next five years.
45. The City shall encourage the development of new housing in the moderate and middle income ranges to allow for mobility in the housing supply.
46. The City shall encourage development of a sufficient housing supply necessary to maintain a minimum city-wide vacancy factor of approximately 3% in order to promote a healthy rental market through the filtration process and to provide locational choice.
47. The City shall encourage additional housing production based on the ability to provide public services within the limits of environmental constraints.
48. The City shall identify procedures to reduce processing time for residential development.
49. The City shall establish a program to require new commercial and industrial development to mitigate its effect on the housing in Oxnard, to be considered on a case-by-case basis. A housing trust fund shall be created to receive in-lieu fees to provide additional housing in Oxnard.
50. The City shall encourage communication between the public sector and the building industry on the need for housing and how these needs may be successfully met.
51. The City shall encourage housing for both the home ownership, as well as rental market.
52. The City shall encourage the coordination and uniformity in all regulations relating to housing to expedite the construction of homes.
53. The City shall encourage new construction types to increase the supply of housing for all economic segments.
54. The City shall establish standards for acceptable noise levels, open space, landscaping and beautification, densities, and pedestrian access related to residential development.
55. The City's policy shall be no net loss of housing units within the City of Oxnard.
56. The City shall support and encourage the construction of new rental units in the Coastal Zone.

57. The number of units required to maintain a mobile home housing stock of 7% of the overall housing stock (above that provided as new mobile home parks) shall be provided within Specific Plan Areas. The specific plans for residential areas shall evaluate the need to designate areas for mobile home types of development.

Energy Conservation

58. The City shall promote increased public awareness of public and private financial incentives to increase energy and water conservation, such as energy-efficient mortgages, and other reduced-rate mortgages for conservation.

Equal Housing Opportunity

59. The City shall discourage discrimination in the sale or rental of housing on the basis of the householder's race, religion, color, ancestry, national origin, age, sex, sexual orientation, family type, handicap, or minor children.

TABLE XIII-18
HOUSING ELEMENT PROGRAM IMPLEMENTATION

	<u>Task</u>	<u>Responsible City Agencies</u>	<u>Completion Date</u>
1.	Zero Net Loss Demolition Ordinance	Community Development, Housing, Redevelopment	7/91
2.	Mobile Home Lot Ownership Ordinance Amendment	Community Development	7/91
3.	Homeless Shelters in R-3, R-4, C-0, C-2 C-B-D, CM and M-L Zones Ordinance Amendment	Community Development	7/91
4.	Tax Increment Housing Set Aside Program	Redevelopment	12/91
5.	First-Time Homeowner Bond Financing Program	Housing	12/91
6.	Antispeculation/ Affordable Housing Retention Ordinance/ Policy	Housing, Community Development	4/91
7.	Article 34 Referendum Feasibility Study	Housing	12/91
8.	Oxnard Resident/ Oxnard City Employee Preference Policy	Housing	4/91
9.	Permit Expediting Study	Community Development	4/91
10.	In-Lieu Fee/Housing Trust Program Study	Housing, Community Development, City Attorney, City Manager	12/91

IMPLEMENTATION MEASURES

Table XII-18 summarizes the City's key implementation programs, identifies responsible City agencies and provides a timetable for completion. The following text describes the City's implementation programs for housing stock improvement, housing production, housing assistance, energy conservation and equal housing opportunities.

A. Housing Stock Improvement

There are seven programs presently being implemented which serve to meet objectives established for maintaining and improving the condition of housing:

- o Housing Code Enforcement
- o CDBG Rehabilitation Loan Program
- o Rental Rehabilitation Program
- o Mobile Home Park Housing
- o Coastal Zone Housing Policies
- o Condominium Conversion Policies
- o Section 8 Rental Assistance
- o Public Housing Modernization.

There are additional programs that will be evaluated and may be initiated in the future for purposes of correcting housing quality problems. These include both regulatory and funding programs that contribute to an improvement of the housing stock. Rather than reduce the City's previously established numerical targets, the appropriate strategy is to extend these for a five-year period and to augment and enrich the means to achieve the planning objectives already approved by the City.

1. Housing Code Enforcement

The City has adopted and enforces the Uniform Housing Code, which is Volume III of the Uniform Building Code. It is briefly described below:

- o Purpose -- The Housing Code provides minimum requirements for the protection of life, limb, health, property, safety and welfare of the general public and the owners and occupants of residential buildings.
- o Application -- The Housing Code applies to all buildings or portions thereof used or designed or intended to be used for human habitation.
- o Features Governed by the Housing Code -- The Housing Code contains space and occupancy standards, structural requirements, mechanical requirements, and fire protection.
- o Substandard Conditions -- Several conditions are listed in the Housing Code which can cause a dwelling unit to be considered substandard. Any one of these conditions is sufficient to warrant a violation to the extent that it endangers the life, limb, health, property, safety and welfare of the public or occupants.
- o Abatement of Substandard Buildings -- Strategies can involve repair, rehabilitation, demolition, or removal. The City can proceed to cause the work to be done and charge the costs to the property owners. Standards to be followed in ordering the repair, vacation, or demolition of any substandard building are:
 - The building must be repaired in accordance with the current Building Code or demolished at the option of the building owner
 - If the building or structure is in such a condition as to make it immediately dangerous to the life, limb, property, or safety of the public or to the occupants, it shall be ordered to be vacated.

Currently, the Code Enforcement Division of the Community Development Department enforces the Housing Code on a complaint basis. When neighbors or tenants complain about housing conditions, the staff conducts physical inspections and seeks the appropriate remedial actions. A planned neighborhood program for improving neighborhood quality is under implementation in the Southwinds neighborhood. This program involves only the evaluation of exterior structural and premise conditions. The successful implementation of this program will serve as a "model" to be applied in other neighborhoods.

2. CDGB Rehabilitation -- Loan Program

Home repair loans at 6% interest rate are made to qualified low and moderate income homeowners. The maximum 15-year, fully amortized loans are offered up to \$35,000. The City will assist homeowners seeking low-interest repair loans by:

- o Identifying health and safety hazards on properties
- o Designing specifications and plans
- o Obtaining estimates from contractors
- o Monitoring the repair work.

Typical repairs can include plumbing, electrical, reroofing, plaster and stucco, painting, windows and doors, and built-in appliances. To be eligible for this program, homeowners must meet the following requirements:

- o Own and occupy a home in need of repair
- o Have at least 20% equity in their property
- o Meet the income limits
- o Have the financial ability to repay the loan.

Objectives of the program include:

1. Study the feasibility of reducing the 6% interest rate to 3% which is the current rate under the Section 312 program. This should increase owner/investor interest to make more of an inroad into the estimated 1,936 owner and 3,598 investor substandard units.
2. Expand outreach efforts in order to generate more owner participation in the Colonia neighborhood, where 67% of the single family parcels are owner-occupied.
3. Make at least 170 CDBG repair loans and grants to eligible low and moderate income homeowners over the next five years.

3. Rental Rehabilitation Program

Under its Rental Rehabilitation Program, the City makes available 6% rental repair loans to eligible owner-investors. Maximum 15 year loans up to \$20,000 per unit are offered. Seventy percent (70%) of the funds are to be allocated toward rehabilitation of units occupied by low to moderate income tenants. Section 8 assistance (certificates or vouchers) may be made available to families who are displaced from their units as a result of physical rehabilitation activities.

Certificates or vouchers may also be provided at the discretion of the housing authority, to those families who would have to pay more than 30% of their adjusted income for rent following such rehabilitation. This assistance may be provided whether the family chooses to remain in the unit being rehabilitated or move.

The program assists the owner-investor by:

- o Identifying health and safety hazards on properties
- o Preparing bid specifications for contractors
- o Obtaining estimates from contractors
- o Monitoring the repair work.

The program made 4 loans totalling \$77,200 in Fiscal Year 1986, 5 loans totalling \$246,000 in Fiscal Year 1987 and 2 loans totalling \$19,000 in 1988.

Future program objectives include:

1. Reduce current 6% interest rate to 3% and provide money for matching if the owner puts up own money. This should be done only in conjunction with a similar reduction in interest rates for the CDBG single-family loan program.
2. Rehabilitate at least 110 units over the next five years.
3. Apply for the Rental Rehabilitation Grant Program funding.

4. Mobile Home Repair Grant

The program makes non-repayable repair grants to mobile homeowners in the low income category. The maximum allowable grant is \$7,500. Only a limited number of contractors are available to participate.

Program objectives include:

1. Continue outreach efforts to contractors informing them of the program in order to expand the current list of participating contractors that are sent bid packages on the Mobile Home Repair Grant Program.
2. Fund Mobile Home Repair Grants at \$90,000 per year (12 loans of \$7,500 each) in Fiscal Years 1990 and 1991.

5. Mobile Home Park Housing

The mobile home park development zone (M-H-PD) was adopted by the City Council in 1973 and revised in 1977. Sixteen of the 21 mobile home parks within the City limits are zoned for mobile home park development. One other has a designation of Central Business District which permits mobile home parks. The four remaining mobile home park developments are not zoned as M-H-PD but have a legal, non-conforming status under current City law. The 2020 General Plan land use designation for the four non-conforming mobile home parks is for commercial use. The other mobile home parks have land use designations consistent with residential use.

A park owner with a commercial zoning would have to contend with several factors before a conversion would occur. The owner is required to comply with state law governing the closure of mobile home parks and justify to the Planning Commission and City Council that such commercial conversion meets the goals and objectives of the 2020 General Plan, both in its land use designation and the City's policy of preserving the current mix of mobile home parks in the City's housing stock (currently 6%). Any park conversion in the Coastal Zone must also comply with the Coastal Plan, which indicates mobile home parks are an integral part of the low and moderate cost housing in the Coastal Zone. The Coastal Land Use Plan

specifically prohibits the destruction of low to moderate cost housing unless it is replaced within the Coastal Zone.

6. Coastal Zone Housing Policies

Implementation of the following policies of the Coastal Land Use Plan (February 1982) help to conserve the existing stock of affordable housing:

1. The City's overall policy will be to protect existing affordable housing in the Coastal Zone, and to provide for improved access from other parts of the City to the coast. (63)
2. Existing housing within the low to moderate income price range, either rental or owner-occupied, shall not be demolished unless it is a health and safety hazard and cannot be rehabilitated, or unless an equal or greater number of housing units for people of low to moderate income are built within the Coastal Zone to replace the demolished units. (64)
3. Existing mobile home parks shall not be demolished or converted to another use, including purchase mobile home lots, unless an equal or greater number of comparably priced housing units are built in the Coastal Zone to replace the demolished or converted units. (65)
4. The following standards shall be used to evaluate all applications for the conversion of rental units in the Coastal Zone to condominiums, community apartments, stock co-operatives or other purchase plans:
 - a. The availability of rental units of similar size and price in the Coastal Zone shall be considered. The construction of an equal or greater number of new rental units in the Coastal Zone shall be required to allow conversion of existing rental units. The new units shall be available at the time of conversion.
 - b. Tenants of the building being proposed for conversion shall be given at least 120 days notice of the proposed conversion. The right of first refusal to purchase a unit in the conversion shall be offered to all existing tenants, and shall run for at least 60 days.
 - c. The subdivider of the units shall assist tenants who decline to purchase a unit with finding suitable new housing.

- d. Any unit to be converted must meet City requirements for off-street parking, handicapped accessibility and building codes. (66)
- 5. The City shall support and encourage the construction of new rental units in the Coastal Zone. (67)

7. Condominium Conversion Policies

Article IX of the City of Oxnard Zoning Ordinance provides that in reviewing requests for conversions, the effect upon the low and moderate income housing supply is one of the factors to be considered by the Planning Commission. Specifically, the following factors are to be considered:

- o Whether or not the amount and impact of displacement of tenants caused by the conversion would be detrimental to the health, safety, or general welfare of the community
- o The role that the apartment structure plays in the existing housing rental market. Particular emphasis will be placed on the evaluation of the City's rental market to determine if the existing apartment complex is serving low and moderate income households.

In addition, prior to approval of an application for a condominium conversion, the Planning Commission must make several findings, including that the proposed conversion will not displace a significant percentage of low and moderate income or senior citizen tenants, and will not remove a significant number of low and moderate income rental units from the City's housing stock.

8. Section 8 Rental Housing Assistance

This program provides financial assistance to eligible lower income households so that they spend no more than 30% of their income on housing costs. Currently, the Housing Authority assists 947 lower income households in existing housing through this program. The City's present Housing Assistance Plan contains a three-year goal of 300 additional Section 8 Existing Rental Assistance units. The capacity to meet this goal

is severely hampered by the resources available from the U.S. Department of Housing and Urban Development and the low vacancy rate of the apartment housing stock.

9. Public Housing Modernization

HUD has a grant funding program intended to extend the life and maintain the quality of public housing units. Costs for this purpose are typically referred to as "modernization costs" and are generally unable to be absorbed by a public housing authority's annual operating budget. The work under this program involves major renovations or improvements to dwelling units and often focuses on the structural integrity of the development sites.

In Fiscal Year 1989 the Housing Department was granted \$365,000 for modernization work at the Plaza Vista Senior building located at 401 South C Street. In Fiscal Year 1990, HUD granted \$1.96 million for modernization and emergency work at five other development sites. It is estimated an additional \$3 million will be requested through 1994 and about \$1 million more each year as long as funding is available.

B. Housing Production

There are six programs or actions which affect the number of housing units which can be produced:

- o Land Use Element of the General Plan, Subdivision Ordinance, and Zoning Ordinance
- o Density Bonus Policies
- o Second Unit Ordinance
- o Section 202 Elderly Housing
- o Affordable Housing Incentives Program
- o Other Funding Sources for Housing.

These are each discussed below.

1. Land Use Element/Subdivision and Zoning Ordinances

Potential housing development under the 2020 General Plan amounts to about 12,462 net new dwelling units. Higher project densities appear necessary to render feasible the production of new housing to accommodate the needs of the very low and low income owner and renter households.

2. Density Bonus Policies

State density bonus law was enacted to "contribute significantly to the economic feasibility of low- and moderate-income housing in proposed housing developments." To this end, State law requires localities to provide 25% bonuses over the otherwise zoned maximum density to developers who agree to construct a certain percentage of development for either low- or moderate-income households, lower-income households, or senior citizens.

Government Code Section 65915 et. seq. provides that a local government shall grant a density bonus of at least 25% or financially equivalent incentives to developers of five or more unit projects agreeing to construct at least (1) 25% of a housing development's units for low- or moderate-income households, or (2) 10% of a housing development's units for lower-income households, or (3) 50% of a development's units for senior citizens.

In 1982, Section 65915(c) was amended to specifically define a density bonus as an increase of at least 25% over the maximum units otherwise allowed under the locality's zoning ordinance and general plan. In 1983, Section 65815.5 was added to extend the density bonus entitlement to condominium converters agreeing to provide at least (1) 33% of the units to low- and moderate-income households, or (2) 15% to lower-income households. These provisions do not require approval of a conversion application by a locality, nor is a bonus required if the converting project received a bonus when originally developed.

The City's current policy, pursuant to its adopted ordinance, is to permit a 25% density bonus for certain projects. The bonus is intended to

facilitate housing which meets the needs of low and moderate income households.

3. Second Unit Ordinance

City Ordinance 2606 permits the development of second units in R-1 zoned areas. The ordinance stipulates that both the "primary" residence and proposed "second" unit must be located in an R-1 zone on a lot containing a minimum of 6,000 square feet. All performance standards of the R-1 zoned areas, such as setbacks, must be satisfied by the second unit development. In addition, the primary unit must be occupied by the property owner. The development of second units assists in meeting housing production needs, however, the City's second unit ordinance should be reevaluated to consider standards which would be less restrictive and would encourage construction of additional second units.

4. Section 202 Elderly Housing

The Section 202 Direct Loan Program for the Elderly or Handicapped provides low-interest construction loans to nonprofit sponsors to finance new rental housing designated for elderly or handicapped persons. Rental assistance funds to reduce occupancy costs are made available for 100% of the Section 202 units.

The City intends to implement this program in conjunction with interested and able non-profit organizations. If funding continues to be available, the City, in conjunction with an eligible non-profit organization, will prepare and submit an application for Section 202 rental housing for the elderly/handicapped. To assist this process the City will identify and facilitate the purchase of an appropriate site. The City's recently amended Housing Assistance Plan sets a goal of constructing 70 units under this program.

5. Affordable Housing Incentives Program

Within 12 months following adoption of this Housing Element, a comprehensive Affordable Housing Incentives Program will be prepared for consideration by the Planning Commission and City Council. The program is intended to develop and streamline the City's actions to facilitate housing production for moderate/low income persons. The City agencies responsible for preparation of the program will include the City Manager's Office, the Redevelopment Agency, the Housing Department and the Community Development Department.

Incentives to be incorporated into an integrated program include, without limitation, the following:

- o Identification of additional land suitable for multi-family housing, particularly in the Specific Plan Areas
- o Reduction of zoning and other development standards
- o Waiver and/or reduction of development or processing fees
- o Density bonuses by housing type
- o Housing impact mitigation fees
- o State housing program
- o Federal housing program
- o Revenue bond program
- o Second units in existing single-family residential zones
- o Use of the incentives in specific plan areas.
- o CDBG Funds
- o Inclusionary Development Policy
- o PUD Policy
- o Expedited Processing
- o Affordable Housing Zone

The City shall adopt an Affordable Housing Incentive Program to facilitate the development of moderate, low and very low income housing units consistent with the City's regional housing needs.

6. Other Funding Sources for Housing

The State Rental Housing Construction Program is designed to stimulate the production of rental housing for very low and low income households. Counties, cities and housing authorities are eligible for direct financing.

Proposition 84 (Housing and Homeless Bond Act of 1988) makes \$300 million available state-wide to produce 33,000 new emergency shelter beds, 22,000 rehabilitated residential hotel units, 8,000 rental units for low income tenants and 300 farmworker housing units. Churches and private organizations will be eligible to build, own and manage low-income housing financed under this bond act.

Through recently enacted legislation, the needs of the homeless for emergency shelter have been emphasized. Section 50003.3 was recently added to the Health and Safety Code and contains the following statement:

"Without the assistance contemplated in this division, it is not financially feasible for private enterprise and private investors to provide decent, safe, and sanitary emergency housing for persons who are homeless."

For purposes of meeting the needs of the homeless, the Legislature has appropriated \$10 million to facilitate the development or rehabilitation of emergency shelter housing. In addition, the Legislature made a finding which strongly encourages the "maximum utilization of tax increment mon-
eys generated by city and county redevelopment programs for the construction and maintenance of decent, safe, and sanitary emergency shelters."

C. Housing Assistance

The City's action programs to address housing assistance include the following:

- o Section 8 Rental Assistance Program
- o Section 8 Aftercare Program
- o Senior Citizens Shared Housing Program
- o Emergency Shelter Grants Program (ESGP)
- o Homeless Revolving Loan Program
- o Homeownership for Public Housing Tenants.

These programs are described in greater detail below.

1. Section 8 Rental Assistance Program

There are presently 947 households being assisted by this program. The City's objective is to assist, with HUD resources, an additional 500 households during the next five years.

2. Section 8 Aftercare Program

The state Aftercare Program was created in 1979. The state Housing and Community Development Department (HCD) administers this program of HUD Section 8 Housing Program rent subsidies for low income mentally, developmentally, or physically disabled persons who would not otherwise be able to live independently. HCD subcontracts with 35 housing authorities throughout the state to provide local contractors for clients of the Aftercare Program.

As with the regular Section 8 Existing Program, the disabled tenant pays no more than 30% of his/her income toward rent and utilities. The Aftercare Program pays the difference between the tenant contribution and the contract rent.

The program requires program participants to receive support services through local service agencies for the disabled. Local agencies refer clients to the housing authority, often help their disabled clients locate suitable rental units, and sometimes negotiate contractors for these units. Eligibility is determined on the basis of certified disability, use of support services, and the standard Section 8 income limitations.

Applications for the Aftercare Program in Oxnard are made through the Ventura County Areawide Housing Authority. The County Housing Authority currently administers 21 units of the state Aftercare Program in the City of Oxnard from its Camarillo office.

The City shall continue to provide support and assistance to the County Housing Authority for the Aftercare Program.

3. Senior Citizens Shared Housing Program (SCSH)

Many senior citizens who prefer to live independently resort to institutionalized living arrangements because of security problems, loneliness, or inability to live entirely independently. The state's Senior Citizens Shared Housing (SCSH) program was established in 1981 to address housing affordability and institutionalization problems of the elderly.

The program funds organizations which help seniors find others with whom to share existing housing. Eligible activities for organizations funded by SCSH include: information and referral, outreach, client counseling, placement and follow-up for seniors interested in obtaining shared housing. The program reduces housing cost, prevents premature institutionalization, enables underutilized housing to be used more effectively, and increases security and companionship for seniors.

The current program is administered in the City of Oxnard by the City of Ventura. Approximately 40 senior households in Oxnard are currently matched.

The City of Ventura has notified the City of Oxnard that it will administer the SCSH program only for the City of Ventura after 1988. It is the City's intention to compete for the opportunity to administer this program in Oxnard through the Senior Programs Office at the Wilson Center.

4. Emergency Shelter Grants Program (ESGP)

The purposes of the Emergency Shelter Grants Program (ESGP) are to help improve the quality of emergency shelters for the homeless, to help make available additional emergency shelters, and to help meet the cost of operating such shelters and of providing essential social services to the homeless.

ESGP grants are awarded to cities by the federal government according to the formula used for Community Development Block Grants. Eligible activities include renovation, major rehabilitation, or conversion of buildings for use as emergency shelters for the homeless; the payment of certain operational costs (such as maintenance, insurance, utilities, furnishings), and the provisions of essential social services. Activities eligible for funding with ESGP grants can also be assisted with Community Development Block Grant funds.

Each grantee must:

- o Supplement its grant with an equal amount of funds from other sources
- o Ensure that any building for which assistance is provided will continue to be used as a shelter for the homeless for a specified period
- o Ensure that assisted rehabilitation is adequate to make the structure safe and sanitary
- o Assist homeless persons in obtaining appropriate support services
- o Meet other general requirements, such as non-discrimination and equal opportunity.

The City of Oxnard received \$32,000 in ESGP funds for Fiscal Year 1987 and \$5,000 in ESGP funds for Fiscal Year 1988. The \$37,000 in grant funds were distributed to two non-profit groups: \$22,000 to the Zoe Women's Shelter on Hayes Avenue, and \$15,000 to the Rainbow House on Channel Island Boulevard. The City recently applied for a grant in the amount of \$48,000.

The City will continue to support these programs and compete for future funds for these programs.

5. Homeless Revolving Loan Fund

The Homeless Revolving Loan Fund, administered by the Ventura County Commission on Human Concerns, was created in an effort to provide assistance to homeless families or those families at risk of becoming homeless. Assistance is furnished in the form of no-interest loans to cover customary move-in rental costs such as cleaning and security deposits. Loans are made for up to \$1,500 and are required to be repaid within 24 months. Since the first loan was made in September 1986, the loan fund has received 181 applications, 80 were approved and 72 loans have been made as of September 30, 1988.

The loan program operates from monies provided to United Way from the County of Ventura, the Cities of Oxnard, San Buenaventura, Camarillo, Thousand Oaks, Port Hueneme, Simi Valley, and Ojai, Catholic Charities, and designated United Way donations. As of December 31, 1987, a total \$101,190 had been contributed to the loan fund from these sources, including \$25,000 from the City's General Fund.

The City will continue to support this fund as a resource for preventing homelessness.

6. Homeownership for Public Housing Tenants

The objective of this program is for the City to select several units as a demonstration project with appropriate staff support for counselling. The City will determine which, and how many, public housing units could be sold to tenants under this federal program.

D. Energy Conservation

The City will pursue the following programs in order to encourage energy conservation:

1. Ordinance requirements or development conditions which require plumbing to be installed which allows homeowners to retrofit active solar heating systems as well as water conservation systems.
2. Requirements for additional insulation in consideration for planned development bonuses or development standard modifications.
3. Provide periodic information concerning home mortgage and utility company programs which actively encourage energy conservation programs in new construction and in retrofitting existing structures.

E. Equal Housing Opportunities

Oxnard intends to take the following measures to implement its equal housing opportunity policies:

1. Continue to implement equal housing opportunity statutes and executive orders through participation in the Community Development Block Grant Program or successor programs.
2. Coordinate the resolution of discrimination complaints with the local office of the Department of Fair Employment and Housing (DFEH).
3. Continue to provide staff services which promote consumer housing rights for all residents of Oxnard. (Fair Employment and Housing in Ventura.)

In addition, the City will evaluate other ways of promoting fair and open housing such as those cited by the State Department of Housing and Community Development. This latter effort will be coordinated by the Oxnard Housing Authority with the technical support of the Community Development Department and the Oxnard Redevelopment Agency.

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